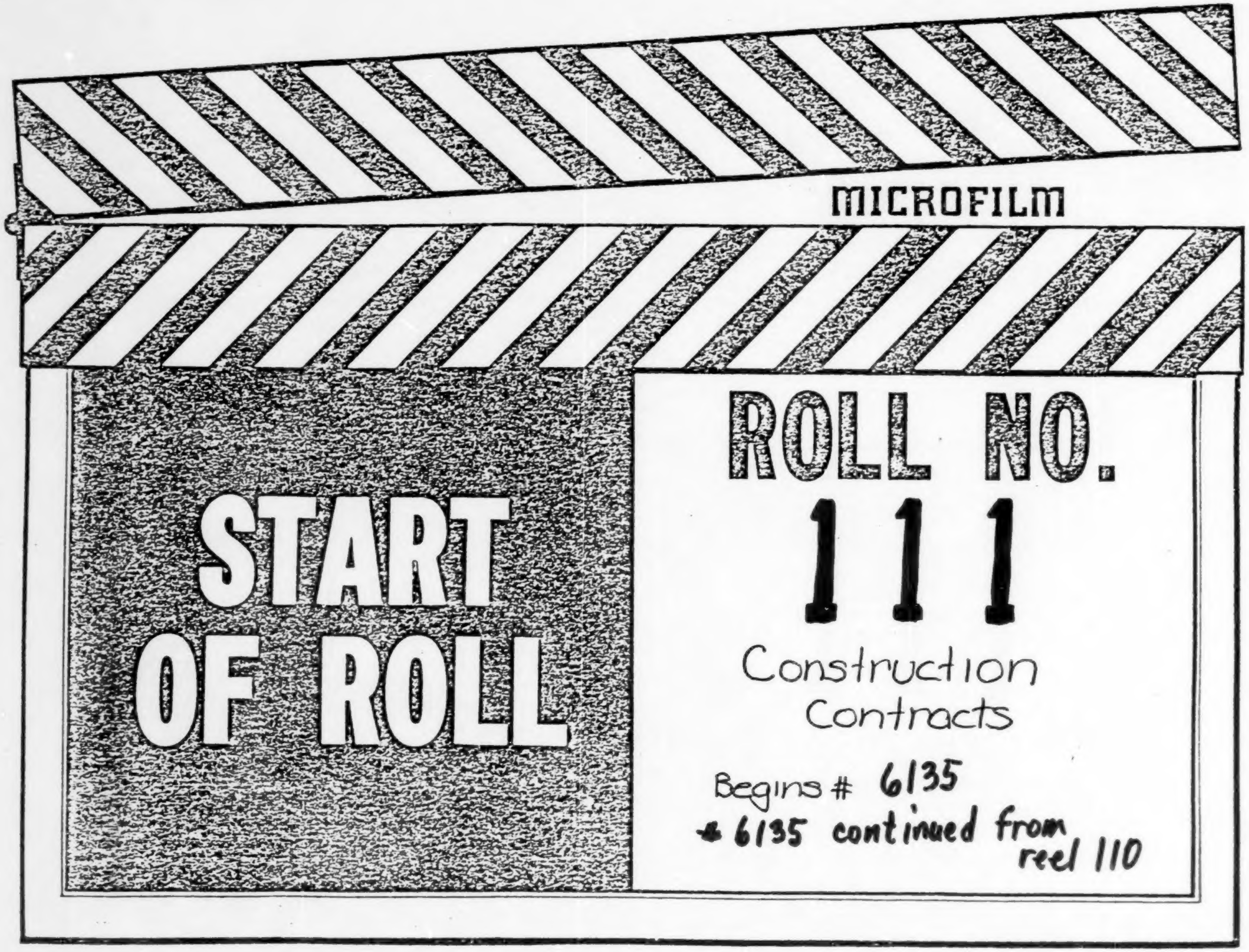

MICROFILM

START OF ROLL

ROLL NO.

111

Construction Contracts

Begins # 6135

6135 continued from reel 110

EBF-102(8) Tygh Grade Summit-Tygh Valley 1962
Sec., The Dalles-Calif. Hwy.
#6135 (Grad., Stonebase, Oil.& Struc.)

Length of Roadway - - - - - - - 5.620 Miles
Length of Structure - - - - - - 0.009 Mile
Total Length - - - - - - - - - 5.629 Miles
Cost of Roadway Per Mile- - - - $345,567.97

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,942,092.00	$1,223,000.00	$719,092.00
Structure	41,821.00	26,000.00	15,821.00
	$1,983,913.00	$1,249,000.00	$734,913.00

RECEIVED
JUL 9 1964
FOR FILING

EBF-102(8)

6135

July 9, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the Tygh Grade Summit - Tygh Valley Section of the Dalles - California Highway, Contract No. 6135, Project No. EBF-102(8) in Wasco County, was completed May 19, 1964.

This work was authorized by Order for State Work No. 6 dated June 27, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young Office Engineer

cc: J. W. Nash

DBP:cl

RECEIVED
JAN 27 1964
FOR FILING

EGF-162(8)
6135

January 27, 1964

The Fidelity & Casualty Co. of N. Y.,
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

Contract #6135 awarded to Rogers Const. Co., for grading-oiling-structure on the Tygh Grade Summit-Tygh Valley Section of The Dalles-California Highway in Wasco County, was completed October 18, 1963, and accepted by the Highway Commission on January 24, 1964.

Final payment, in the amount of $69,790.75 will be released to the contractor after February 3, 1964. The total contract amount is $1,491,701.87 including $148,626.93 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N.Y.,
Pallett, Fisher & Carlo, Inc.,
1001 US National Bank Bldg.,
Portland 4, Oregon

cc: Rogers Const. Co.,
11760 NE Glisan Street
Portland 16, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
JAN 27 1964
FOR FILING

EBF-102 (8)

6135

9

January 24, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 18, 1963 on Contract No. 6135. The contract was with Rogers Construction Company and was for grading, oiling, and structure on the Tygh Grade Summit-Tygh Valley Section of The Dalles-California Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 24, 1964, and that you concur in this procedure at the Commission meeting on January 30.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

EBF 702 (8)

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 22, 1963

Section Tygh Grade Summit - Tygh Valley	Kind of work Grading, Oiling, Structure
Highway The Dalles-Calif. County Wasco	Section prefix 33-1075
Contractor Rogers Construction Company	Contract number 6135
Date of contract June 29, 1962	Specified work days 195
Date work started September 20, 1962	Work days used 245
Project authorization . . . . . $1,641,877.88 Exclusive of engineering $1,525,122.12	Per cent of time elapsed 125.6 %

Estimated cost of completed project, exclusive of engineering $1,502,321.12

Estimated per cent ~~overrun or~~ underrun . . . . 1.5 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization $116,755.76

Engineering cost to date $104,646.48, 93.6 %

Date project was completed October 18, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project completed.

Semi-final Estimates and supporting data were sent to Division Offices as of this date. This will be the final weekly report on this project.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
NOV 26 1963
NOTED 11/27 W ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

Signed

Address P. O. Box 122, The Dalles, Oregon, 97058

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.87	5.61		5.88	
Miles partially completed	5.87	5.61		5.88	
Miles completed	5.87	5.61		5.88	
Total estimated quantities (contract)	1,168,000 cy	118,000 tons		10,950 cy 1,190 tons	
Total quantities corrected to date	1,144,400 cy	104,650 tons		8,665 cy 1,075 tons	
Estimated quantities moved or placed to date	1,144,400 cy	104,650 tons		8,665 cy 1,075 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	P. Cloudy		
Thursday	P. Cloudy		
Friday	Showers		
Saturday	Showers		

RECEIVED
NOV 1 1963
FOR FILING

EBF-102 (8)
6135

November 1, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 3
November 20, 1963 Meeting

Gentlemen:

We have had a request from Rogers Construction Company, contractor on the Tygh Grade Summit-Tygh Valley Section grading and oiling project, for an extension of time in which to complete the project without the assessment of liquidated damages. This project, Contract No. 6135, is on The Dalles-California Highway in Wasco County.

A considerable amount of additional work was required on slides where lava flows were underlaid with soft wet clay which failed and allowed the rock to break off in large masses. The contractor requested 99 additional days due to the necessity for slide removal work which was unanticipated; however, our analysis of the work time required shows that, because of overlapping of various work orders, only 58 additional workdays were used for this slide correction work.

The addition of 58 workdays to the originally allowed 195 days gives 253 allowable days, and it is expected that the contract will be finished within that period.

We recommend, and the Bureau of Public Roads concurs in the recommendation, that an extension of 58 workdays be granted without the assessment of liquidated damages. This matter will be presented to you at the November 20 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc Floyd Query
R. L Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:fp: ajw bbc

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr. October 16, 1963
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.8-DA Salem, Oregon

Oregon Project EBF-102(8)
Tygh Grade Summit-Tygh Valley Section
The Dalles-California Highway
Time Extension

Reference is made to Mr. Lloyd Shaw's letter dated October 14, 1963 concerning subject time extension.

For the reasons mentioned in Mr. Shaw's letter, we concur in your recommendation that a 58-day extension be granted, without penalty.

To complete our files, we request that you furnish a copy of the supporting data developed by the resident engineer.

NOTED
LLOYD P. SHAW

original to Morgan
cc Young
10-18-63

October 14, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Re: Time Extension
Tygh Grade Summit-Tygh Valley Section
The Dalles-California Highway
Project ERF-102 (8)

We have received a request from the Rogers Construction Company, contractor on this project, for a 99-day time extension. The request is based on the need for slide correction work on the project.

This project, although in very rocky country, was subjected to a series of large slides. The general pattern of slides was that what appeared to be a solid dice rock cut would be staked and the contractor would remove the material almost to subgrade elevation. At this point a soft clay layer would be encountered, and, with the removal of part of this layer, the whole cut above would break off and fall into the cut area. This happened twice in the area between Stations 2275 and 2295 and once between Stations 2199 and 2206. The first-mentioned area was corrected by resloping and the second by a line change.

Because of the fact that these slides occurred only after the cuts were essentially completed, the slide correction work required considerable additional time. The cuts had to be reengineered and resloped to the revised stakes. This work was done under Price Agreement No. 4 and Extra Work Orders Nos. 4, 6, and 8.

Our analysis of the project shows that several of the work orders overlapped and, because of this, we can justify only 58 workdays. This is on the basis of five days for Price Agreement No. 4, none for Extra Work Order No. 4, 16 days for Extra Work Order No. 6, and 37 days for Extra Work Order No. 8, a total of 58 days.

As of October 4, a total of 236 workdays had been charged. The original allowance was 195 days. The oil mat has been completed, and it is expected that the project will be completed by October 18, at which time 246 days would be charged. A 58-day extension would allow a total of 253 days, so it is anticipated that the project can be completed within the extended time limit.

This matter has been discussed with Mr. Schwiesow, of your office, and your concurrence in our recommended 58-day extension is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd F. Shaw
Assistant State Highway Engineer

cc
Mr. Forrest Cooper
Mr. F. B. Morgan
Mr. L. H. Young
Mr. C. H. Maison

FORM E-30 50M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1963

SUBJECT: Time Extension
Tygh Grade Summit-Tygh Valley Section
The Dalles-California Highway
Contract No. 6135

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached is a request from Rogers Construction Company, contractor on this project, for an extension of time. The contractor requests 99 additional workdays because of additional work required on slides.

This project, although in very rocky country, was subjected to a series of large slides. The general pattern of slides was that what appeared to be a solid dice rock cut would be staked, and the contractor would remove the material almost to subgrade elevation. At this point a soft clay layer would be encountered and with the removal of part of this layer, the whole cut above would break off and fall into the cut area. This happened twice in the area between Stations 2275 and 2295 and once between Stations 2199 and 2206. The first mentioned area was corrected by resloping and the second by a line change.

Because of the fact that these slides occurred only after the cuts were essentially completed, the slide correction work required considerable additional time. The cuts had to be re-pioneered and resloped to the revised stakes. This work was done under Price Agreement #4, and Extra Work Orders #4, #6 and #8.

Our analysis of the project shows that several of the work order overlapped and, because of this, we can justify only 58 workdays. This is on the basis of 5 days for P.A. #4, none for Extra Work Order #4, 16 days for Extra Work Order #6 and 37 days for Extra Work Order #8, a total of 58 days.

As of October 4, a total of 236 workdays had been charged. The original allowance was 195 days. The oil mat has been completed and it is expected that the project will be completed by October 18, at which time 246 days would be charged. A 58-day extension would allow a total of 253 days, so it is anticipated that the project can be completed within the extended time limit.

This matter has been discussed with Mr. Schwiesow of the Bureau of Public Roads who concurs in the 58-day extension. Rough drafts to the Bureau of Public Roads and the Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:fp
Enc.
cc L. H. Young

RECEIVED
OCT 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

ENGINEERS RECOMMENDATION REGARDING
CONTRACTORS REQUEST
FOR
INCREASE IN NUMBER OF WORKDAYS
TO
COMPLETE CONSTRUCTION CONTRACT

#3

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6135 Contractor Rogers Construction Company

Highway The Dalles-California

Section Tygh Grade Summit-Tygh Valley

Kind of Work Grading, Oiling and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

The contractor's request for an extension of 99 days has been carefully re-evaluated by Resident Engineer, Hawkins, (See enclosed letter). I recommend the 58 days extension shown in his report be allowed.

DATE Nov. 22, 1963 for 58 workdays
Floyd Query

Recommended for Approval:

Dean Swift
Division Engineer

S. L. Decker
Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No: 6135
Project designation EBF - 102 (8)
State-Federal
Date awarded June 29, 1962
Work started September 20, 1962
Per cent completed 78
Date
No. of Workdays Allowed 195
No. of Workdays Used 200
No. of Added Workdays ~~Requested~~ Allowed 58

OREGON STATE HIGHWAY COMMISSION

CONTRACTORS REQUEST
FOR
INCREASE IN NUMBER OF WORKDAYS
TO
COMPLETE CONSTRUCTION CONTRACT

Oregon State Highway Commission
Salem, Oregon

Date July 30, 1963

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 195 days to 294 days, within which to complete our Contract No. 6135, without the assessment of liquidated damages. The said contract is described as follows:

Tygh Grade Summit-Tygh Valley Section, The Dalles-California Highway in Wasco County, Oregon. FAP No. EBF-102(8). Project No. 33-1075.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

ROGERS CONSTRUCTION CO.
Contractor

By

CONSENT OF SURETY

Date July 30, 19 63

We, FIDELITY & CASUALTY COMPANY OF NEW YORK

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

C W Pallett Jr
Attorney-in-fact

C W Pallett Jr
Resident Agent

PALLETT, FISHER & CARLO, INC
RESIDENT AGENT
PORTLAND, OREGON

(SEAL)

RECEIVED
AUG 20 1963
FOR FILING

61

August 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9, covering the paving of cattle pass inverts on the Tygh Grade Summit-Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6135 in connection with Federal-Aid Project No. EBF-102(8).

This work is to be done on an "Extra Work" basis as set forth in the miscellaneous provisions of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
DE:es

RECEIVED
AUG 22 1963

FORM 2-30X—90M—5-62 43909

FOR FILING

[illegible]

6135

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1963

SUBJECT: Extension of Time
Tygh Grade Summit-Tygh Valley Section
The Dalles-California Highway
Contract No. 6135

To: Mr. Dean Swift
Division Engineer
State Highway Department
P. O. Box 1249
Bend, Oregon

We are returning the contractor's request for a 99-day time extension on this project, and Mr. Hawkins' recommendation for a 58-day extension. We believe that a more accurate evaluation of the contractor's needs can be made at about the time the project is nearing completion.

Also, we cannot understand the engineer's reason for allowing the 20% of Price Agreement No. 4 -- a further explanation is highly desirable.

Please resubmit this request when an accurate determination of actual needs can be made.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

CHB:bjh
Attachments

cc: L. P. Shaw

RECEIVED
AUG 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 8 - 1963
FOR FILING

6135

477 Cottage Street, N. E.
Salem, Oregon 97301

July 31, 1963

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Project EBF-102(8)
Tygh Grade Summit - Tygh Valley Section
The Dalles California Highway

Reference is made to Mr. D. H. Moehring's letter dated July 23, 1963 concerning a change in access from Station 2235+40 to Station 2218+50.

We have no objection to your making the proposed change.

NOTED
LLOYD P. SHAW

RECEIVED
AUG 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L. FORTER

Original to [illegible]
8-2-63

RECEIVED
JUL 25 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

EBF-1
6135

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 23, 1963

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

File No. 34630
Tygh Grade Summit-Butler
Canyon Section
The Dalles-California
Highway
Wasco County

Dear Sir:

As a part of the original settlement made with the subject owner, an access to the existing highway was granted at Engineer's Station 2235+40 on the southeasterly side, unrestricted as to use. The owner was also granted permission to utilize a loop of the old highway, cut off by construction, to load and unload cattle. The owner has now asked that the rights granted in this previous transaction now be moved to the loop of the highway which is cut off by construction at Station 2218+50. The same rights would prevail at this new location.

Right of way in this project was acquired with State Bond funds and no Federal Aid was involved. The Federal Aid construction project number and name were EBF-102 (8), Tygh Valley Section, The Dalles-California Highway, Wasco County. This project is presently under construction.

Attached is an Indenture of Access Instrument wherein is described the action which is to be taken in order to accomplish this matter. Attached also are sheets 8 and 9 of the construction plans of the Tygh Grade Summit-Tygh Valley Section whereon is shown in red color the location of the new points of access. You will note that the area served as a detour during construction and will not adversly affect the flow of traffic with the point of access at its new location.

NOTED
FORREST COOPER

No Federal funds were involved in this acquisition in the original taking, and no consideration will be received in the change of location of the approach. Your concurrence in this matter is requested. Should you require further information on this matter, please advise.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

DHM:mk
Enclosures
cc: L. H. Young
Forrest Cooper✓
L. I. Lindas

RECEIVED
JUL 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 25 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

July 22, 1963

Original signed by
G. R. Brooks
Dist. Engineer

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

By G. R. Brooks
District Engineer

Oregon Project ERV 102(8)
Tygh Grade Summit - Tygh Valley Section
Seeding and Mulching - S.F.O. #6

Reference is made to your letter dated July 9, 1963 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

original To Young
with attach.
7-25-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 10 1963

FOR FILING
[illegible]

[illegible]

July 9, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6, Account No. 224-238, covering seeding and mulching on the Tygh Grade Summit - Tygh Valley Section of The Dalles — California Highway in Wasco County, Contract No. 6135, in connection with Federal-Aid Project No. EBF 102(8).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $2000.00, with Federal participation of $1200.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By JAH

L. H. Young
Office Engineer

Enc.

DBP:pal

RECEIVED
JUL 12 1963

FOR FILING

EBF-102(8)

6135

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

July 9, 1963

By:

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.5

L. R. Backlund
Administrative Manager

Oregon Project EBF-102(8)
Tygh Grade Summit-Tygh Valley Section
Voucher No. 1 - Progress Audit
Pacific Northwest Bell Co. Billing No. 44906-4155- $6,387.92

Audit of the subject voucher has been completed and found to be eligible for Federal participation in the amount submitted.

original To Young
cc Maison

7-11-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 5 - 1963

FOR FILING

[illegible]

[illegible]

Typh Tunde multiplate failing.

NOTED
R L PORTER

RECEIVED
JUL 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

.BNM

PMT BNDTDL 14 7-2-63 409PM

NOTED
LLOYD P. SHAW

R L PORTER
DEAN SWIFT

ALL WORK ON 84-INCH MULTIPLATE PIPE STA 2236 PERFORMED IN ACCORDANCE
WITH STANDARD SPECS ON INSTALLATION OF SUBJECT PIPE.
ALL BOLTS TORQUED, STRUTTS INSTALLED AS PRESCRIBED, BACKFILLING GOOD.
DAMAGED NOTED 5-1-63, STRUTTS REMOVED 5-26-63.
SUBMITTED WRITTEN REPORT ON THIS PIPE TO DEAN SWIFT MONDAY THIS WEEK.

XXXXX-

RICHARD HAWKINS

AF
03.?,.

RECEIVED
JUN 27 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

June 24, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

Oregon Project EBF-102(8)
Tygh Grade Summit-Tygh Valley Section
The Dalles - California Highway

Reference is made to Mr. G. L. Decker's letter dated June 19, 1963 concerning the proposed method of payment for excavated materials, neat section and slide, between Stations 2199 and 2206.

It is our understanding that the amount of materials remaining in the cut was estimated, on the basis of the time required to move it with the equipment then assigned to the work and its established production rate, only a few hours before the slide occurred. Previously it had been noted that a considerable volume of materials, beyond the neat section, had fallen into and had concurrently been excavated along with the in-place materials. This overbreak was to have been paid for after determination of its volume by remeasure upon completion of the cut section involved.

After the slide occurred it became physically impossible to accurately measure either volume. As they were considered to be roughly equal in volume it is now proposed to pay the contractor for the full volume of the neat section with no allowance made for overbreak. The removal of the slide materials is to be paid for under an extra work order.

The slide occurred on May 4 and the conditions were viewed on May 8 by the area engineer concerned. It was his opinion at the time that the proposed method of payment was fair and equitable.

Under these circumstances we concur in your proposed method of payment.

NOTED
LLOYD P. SHAW

original to Morgan
6-26-63

RECEIVED
JUN 26 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

June 24, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

Oregon Project ERF-102(8)
Tygh Grade Summit-Tygh Valley Section
The Dalles - California Highway

Reference is made to Mr. G. L. Decker's letter dated June 19, 1963 concerning a minor change in alignment, subject project.

The proposed change is approved.

original to Morgan
6-26-63

NOTED
LLOYD P. SHAW

FORM E-123X

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
JUL 1 - 1963

FOR FILING
EBF-102(8)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Method of Payment in Slide Area
Tygh Grade Summit-Tygh Valley Section
The Dalles-California Highway
Project EBF-102(8)

Dear Sir:

The following letter is submitted in support of a proposed method of determining pay quantities in the slide areaon the subject section.

There was approximately 5,000 cubic yards of material remaining to be excavated in the cut between Stations 2199 and 2206 on the subject project when a slide occurred May 4, 1963. No remeasure had been taken in this area prior to the slide. Approximately 5,000 cubic yards of material had been removed behind the original slope line due to overbreak prior to the slide.

The amount of material removed beyond the original neat section approximates the amount left to be removed in the original section prior to the slide and there is no possible way to measure these amounts. We feel the only fair and equitable method of determining pay quantities for excavation in this cut is to pay on the basis of the material as represented in the original neat section.

We request your concurrence in this method of payment.

The slide material is being removed by force account.

Very truly yours,

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

DES:fp
cc Lloyd Shaw
Dean Swift

9

RECEIVED
JUN 12 1963
FOR FILING

June 11, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6-Supplemental, covering additional slide removal between Station 2199 and Station 2206 on the Tygh Grade Summit-Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6135 in connection with Federal-Aid Project No. SDF 102(8).

This supplemental order is to cover the overrun of slide material not anticipated on the original order. Further movement of the slide area requires removal of approximately 45,000 cubic yards of additional material.

This additional work was verbally recommended for approval by the BPR Area Engineer. The original order was approved May 4,1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb

RECEIVED
MAY 16 1963

FOR FILING

[illegible]

6135

May 15, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8, covering slide removal on the Tygh Grade Summit-Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6135 in connection with Federal-Aid Project No. ERF-102(8).

It is necessary to remove slide that occurred the morning of May 4, 1963, in the area right of Station 2199+00 to 2206+00. A minor line change will be made to move away from the slide area.

This work was verbally recommended for approval by the BPR Area Engineer May 13, 1963. Work was started on an emergency basis at 2:00 A.M. May 4, 1963 to safeguard the traveling public. Your approval of the order to include work done on May 4, 1963, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb
Enc.

RECEIVED
MAY 3 - 1963
FOR FILING

May 2, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4-Supplemental, covering pioneering new cut slopes on the Tygh Grade Summit-Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6135 in connection with Federal-Aid Project No. EBF-102(8).

Much more work than anticipated is necessary to stabilize the slopes on this project. Large boulders in finer, loose material require heavier equipment for removal. The slopes must be flattened more to hold.

The original order for Extra Work No. 4 was approved by the BPR November 29, 1962.

This supplement to Order No. 4 is to cover estimated overrun and has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
APR 19 1963

FOR FILING

6135

April 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4-Supplemental covering pioneering new cut slopes on the Tygh Grade Summit-Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6135 in connection with Federal-Aid Project No. ABF-102(8).

It is necessary to flatten more slopes than estimated under the original Order for Extra Work No. 4, which was approved by the BPR November 29, 1962.

This supplement to Order No. 4 is to cover estimated overrun and has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt
Enc.

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FOR FILING

6135

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Bend, Oregon
April 10, 1963

SUBJECT: Tygh Grade Summit-Tygh Valley
Contract No. 6135

To:

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. L. Decker

In answer to your letter of April 3rd regarding use of crushed rock on detours, Tygh Grade Summit-Tygh Valley Section. Please be advised that my own observation and a check with the Resident Engineer reveals that no crushed rock has been used in any way on this section. Some reject material, mostly dirt that had been rejected ahead of the crusher, was used on detours. None of this material was on inventory.

Some crushed rock was used by R. E. Hall, the contractor, on the Tygh Valley Section. Mr. Hall has arranged for Rogers Construction Company to replace this material in stockpiles when he crushes for the Tygh Grade Summit-Tygh Valley Section.

DEAN SWIFT
Division Engineer

DS:me
cc: Mr. L. P. Shaw
Mr. Tom Edwards ✓

NOTED
TOM EDWARDS

RECEIVED
APR 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 11 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 10 1963

FOR FILING

4/21

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1963

SUBJECT: **Tygh Grade Summit-Tygh Valley**
The Dalles-California Highway
Contract No. 6135

To: **Mr. Dean Swift**
Division Engineer
State Highway Department
P. O. Box 1249
Bend, Oregon

It is understood that considerable quantities of crushed rock have been "borrowed" from maintenance stockpiles for maintenance of detours on the subject project.

Arrangements should be made with the contractor for replacement in kind of this rock. Perhaps you have already made these arrangements.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh

cc: L. P. Shaw ✓
Tom Edwards

RECEIVED
APR 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 5 1963

FOR FILING

March 15, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering slide removal, Station 2275 to 2295, on the Tygh Grade Summit-Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6135, in connection with Federal-Aid Project No. [illegible]-102(8).

It is necessary to remove slide material to stabilize the slopes in this area. The material removed will be used to widen existing fill slopes.

Contractor would not agree to an acceptable unit price.

This work was verbally recommended for approval by the BPR Area Engineer March 12, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mmb
Enc.

RECEIVED
MAR 15 1963
FOR FILING

March 14, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering the repair and relocation of right of way fence on the Tygh Grade Summit-Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6135, in connection with Federal-Aid Project No. ERP-102(8).

It is necessary to repair right of way fence damaged during high water in Butler Canyon Creek. The Creek changed channels in several locations making relocation and repair of the fence necessary.

This work was verbally recommended for approval by the BPR Area Engineer March 12, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mmb
Enc.

RECEIVED
FEB 27 1963

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 13, 1963

SUBJECT: Gap-Tygh Grade Summit Section

To: Mr. R. L. Porter
Deputy State Highway Engineer

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Take a close look at this and see if ¼:1 slopes are in order

The Gap-Tygh Grade Summit Section has been worked up using ¼:1 Slopes with 10 foot fallout area between Station 2055+50 to 2082+00.

Frank L. Hall
Chief Designer

By

FLH:cw

cc: L. H. Young
D. J. Barbee

NOTED
R. L. PORTER

NOTED
LLOYD P. SHAW

RECEIVED
FEB 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 21 1963
FOR FILING

January 18, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering the adjustment of a private water system on the Tygh Grade Summit-Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6135, in connection with Federal-Aid Project No. ERF-102(8).

It is necessary to lower the water pipe which crosses the highway from springs to the house of J. Dodd, File 34636, to clear for grading. This was included in the contract as extra work. The property is under condemnation for acquisition. No additional or special benefit will accrue to the owner because of this order.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb

Enc.

RECEIVED
JAN 17 1963

FOR FILING

January 15, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4-supplemental covering pioneering new cut slopes on the Tygh Grade Summit-Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6135, in connection with Federal-Aid Project No. EBF-102(8).

It is necessary to do more work than estimated under the original Order for Extra Work No. 4, which was approved by the BPR November 29, 1962.

This supplement to Order No. 4 is to cover the estimated overrun and has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
JAN 21 1963

FOR FILING

[illegible]

6135

Salem, Oregon
January 18, 1963

Tygh Grade Closure

Mr. R. L. Porter
Deputy State Highway Engineer
Office

Mr. Morgan advised this morning at 10:00 a. m. that he had learned Division IV planned to close Tygh Grade-Tygh Valley Section for a period of about four hours today, January 17, between 10:00 a. m. and 2:00 p. m. Morgan issued orders that the closure be limited to one hour and that flagmen be stationed at The Dalles and Tygh Valley to warn people in advance closure would be likely and permit traffic's detouring by way of Grass Valley.

Mr. Wolfe was advised of this situation, although it was far too late to do him any particular good.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

RECEIVED
DEC 5 1962
FOR FILING

December 5, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering pioneering new cut slopes on the Tygh Grade Summit-Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6135, in connection with Federal-Aid Project No. ERF-102(8).

Cuts in dice rock were constructed on 3/4:1 slope in accordance with the plans. Pop-out slides and sloughing are occurring, making it necessary to flatten the slopes to about 1½:1. Removal of the excess material will be done at contract prices after pioneering so normal earth moving equipment can be used.

This work was verbally approved by the BPR District and Area Engineers November 29, 1962. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
OCT 26 1962
FOR FILING

6135

October 25, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the construction of a spring box and outlet pipe on the Tygh Grade Summit-Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6135, in connection with Federal-Aid Project No. ERF-102(8).

This work is necessary to fulfill right of way obligation, Farley Estate, File #34630.

No special or additional benefits will accrue to the property owner because of the work since it is protection of an existing facility.

This work has been verbally recommended for approval by the BPR Area Engineer October 19, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mmb
Enc.

RECEIVED
OCT 16 1962
FOR FILING

6135

October 16, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2-Supplemental, covering directional signing on the Tygh Grade Summit-Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6135, in connection with Federal-Aid Project No. ERS-102(8).

The directional signing is overrunning the original estimate. This supplement has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
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FOR FILING

[illegible]

6135

August 21, 1962

Oregon State Highway Commission

Gentlemen:

Your approval is requested for the establishment of a 35-mile-per-hour construction speed zone on The Dalles-California Highway between M. P. 27 and M. P. 34 in Wasco County.

This restriction was placed in effect at 8:00 a.m., August 20, and is necessary because of highway construction on the Tygh Grade Summit to Tygh Valley Section of The Dalles-California Highway.

This matter will be on the agenda for your consideration at the September 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

pk hlb

FORM E-123X 100M 4-63
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

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1962
"FOR FILING"

6135

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 14, 1962

Wasco Electric Cooperative, Inc.
P. O. Box 537
The Dalles, Oregon

Re: Power Line Adjustment
Tygh Grade Summit-Tygh Valley Section
The Dalles-California Highway
Wasco County
Project No. EBF-132(8)

ATTENTION: Mr. Eric A. Johnson

Gentlemen:

Your estimate and sketch map (revised) submitted on July 24, 1962, has been approved by the State and Bureau of Public Roads.

You are hereby authorized to proceed with the work as of August 3, 1962, subject to the following:

1. The cost of the adjustment of the poles (removal of two poles and the placing of two new poles) occasioned by the location of a State stockpile site between approximate Stations 2324 and 2331 must be kept separate from the other reimbursable costs, and clearly indicated on the final bill, since the State must stand this cost without Bureau of Public Roads participation.

2. Reimbursement will be on an actual cost basis, rather than a lump sum as requested because the estimate is not in sufficient detail to conform with paragraph 7-e(3) of PPM 30-4.

3. Reimbursement for the work will be in accordance with PPM 30-4 and supplements thereto.

Before starting work it is requested that you do the following:

1. Contact Mr. Carl M. Williams, District Maintenance Superintendent, for District 4A, P. O. Box 420, The Dalles, Oregon, Phone CY. 6-2215, in regard to obtaining a permit if relocating on, locating on or crossing the highway right of way.

2. Contact Mr. Richard Hawkins, Resident Engineer, P. O. Box 122, The Dalles, Oregon, Phone CY. 8-1641, at least three days before starting work.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PWS:bjk

cc: L. H. Young
C. H. Matson
Dean Swift
Richard Hawkins
A. W. Parsons
Carl M. Williams
General Files

FORM E-123X 100M 4-62
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
1962

EBF-102(8)

6135

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 10, 1962

The Deschutes Telephone Company
Maupin,
Oregon

Telephone Line Adjustment
Tygh Grade Summit-Tygh Valley Section
The Dalles-California Highway
Wasco County
Project EBF-102(8)

Attention: Mr. Marvin C. Melum

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project dated July 25, 1962, has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of August 3, 1962.

This estimate has been approved as a lump sum agreement in accordance with the terms of PPM 30-4 paragraph 7e(3). You will be paid the sum of $899.63 upon the completion of the work and the receipt of your bill in the lump sum amount through our resident engineer.

Before starting work on the project it is requested that you do the following:

1. Contact Mr. Carl M. Williams, P. O. Box 420, The Dalles, phone CY 6-2215, District Maintenance Superintendent for District 4-A, in regard to obtaining a permit is crossing or relocating on public road right of way.

2. Contact Mr. Richard S. Hawkins, P. O. Box 122, The Dalles, phone CY 8-1641, three days before starting work.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

FWS:fp
cc General Files
A. W. Parsons
C. H. Maison

L. H. Young
Dean Swift
Richard Hawkins
Carl M. Williams

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AUG 9 1962
FOR FILING
FBF-102 (8)
6135

477 Cottage Street N.E.
Salem, Oregon

August 3, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

R. V. Parsons, Division Engineer
Salem, Oregon

Oregon Project FBF-102(8)
Tygh Grade Summit-Tygh Valley Section
The Dalles-California Highway
Utility Adjustment by
Wasco Electric Cooperative, Inc.

Your letters of June 8, 1962 and July 20, 1962, and cost estimate and sketch map (revised) submitted by the Wasco Electric Cooperative, Inc., dated July 24, 1962, are approved as the basis for an agreement.

You are authorized to proceed with the work as of this date, provided that:

(1) The cost of the adjustments occasioned by location of the State's stockpile site between approximate stations 2324 and 2331 (remove two existing poles, place two new poles) will be non-participating.

(2) Reimbursement will be on an actual cost basis rather than on the lump sum basis requested, as the utility estimate is not in sufficient detail, in accordance with PPM 30-4.

(3) Reimbursement for the eligible portion of the work will be in accordance with the provisions of ppm 30-4.

original To Young
8-9-62

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1962
FOR
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UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: August 3, 1962

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

Young
Morgan

SUBJECT: Oregon Project EBF-102(8)
Tygh Grade Summit-Tygh Valley Section
The Dalles-California Highway
Utility Adjustment by Deschutes Telephone Company

Your letters of June 8, 1962 and July 23, 1962, and Cost Estimate and sketch map (revised) submitted by Deschutes Telephone Company, dated July 25, 1962, are approved as the basis for an agreement.

You are authorized to proceed with the work as of this date. Reimbursement in the lump sum amount of $899.63 and in accordance with the provisions of PPM 30-4 is approved.

NOTED
R. L. PORTER

Original To Young
copy To Morgan
8-8-62

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FOR FILING

EBF-102 (8)

6135

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 31, 1962

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland 12, Oregon

Attention: Mr. M. E. Bousha

Tygh Grade Summit-Tygh Valley Section
The Dalles-California Highway
Wasco County
Project No. EBF-102(8)

Gentlemen:

We refer to your letter of July 16, 1962 requesting the approval of contract method on certain portions of the work in connection with the adjustment of your facilities on this project.

The State and the Bureau of Public Roads hereby approve the use of Mr. D. R. Montgomery, a continuing contractor, with your company, providing the work is performed under the provisions of PPM 30-4 and supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

FWS:fp

cc General Files
A. W. Parsons
C. H. Maison
L. H. Young
Dean Swift
Richard Hawkins

RECEIVED
1962

477 Cottage Street N.E.
Salem, Oregon

July 26, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

6135

Oregon Project EBF-102(8)
Tygh Grade-Tygh Valley Section
The Dalles-California Highway

Reference is made to your July 19, 1962 letter concerning proposed contracting of readjustment of Pacific Northwest Bell Telephone Company's facilities.

We have no objection if the work is performed under the provisions of PPM 30-4.

Original To Young
Copy To Morgan
7-30 62

NOTED
R. L. PORTER

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FORM
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 23, 1962

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Attention: Mr. R. H. Sallee

Power Line Adjustment
Tygh Grade Summit-Tygh Valley Section
The Dalles-California Highway
Wasco County
Project EBF-102(8)

Gentlemen:

Your estimate and sketch map have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of July 18, 1962.

This estimate has been approved as a lump sum agreement in accordance with the terms of PPM 30-4, paragraph 7e(3). You will be paid the sum of $1,034.32 upon the completion of the work and the receipt of your bill in the lump sum amount forwarded through our resident engineer.

Before any work is started on the project it is requested that you do the following:

1. Contact Mr. Carl Williams, D.M.S. for District 4-A, P. O. Box 420, The Dalles, phone CY6-2215, in regard to obtaining a new permit or revising the original if relocating on or crossing the State highway right of way.

2. Contact Mr. Richard Hawkins, resident engineer, P. O. Box 122, The Dalles, phone CY 8-1641, prior to starting work.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

FWS:fp
cc General Files ✓
A. W. Parsons
C. H. Maison
L. H. Young
R. P. Hamilton
Dean Swift
Richard Hawkins
Carl Williams

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JUL 23 1962
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135

July 19, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Tygh Grade Summit-Tygh Valley Section
The Dalles-California Highway
Wasco County
Project No. ERF-102(8)

Dear Sir:

Herewith are two copies of Pacific Northwest Bell Telephone Company's letter dated July 16, 1962, requesting approval of contract method on certain portions of the work in connection with line adjustments on the subject project. This has the approval of the Highway Department.

D. R. Montgomery, the proposed contractor, is a continuing contractor with the Company and is included in the list of continuing contractors approved October 20, 1958.

The blasting requires specialized workers not normally employed by the Company. Your approval of contract method for performing this work, under the provisions of PPM 30-4, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra

RECEIVED
JUL 19 1962

FOR FILING

6135

July 18, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Tygh Grade Summit-Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6135, in connection with Federal-Aid Project No. EHF-102(8).

This work is necessary for the direction and guidance of traffic during construction. It does not include warning lights, barricades and signs normally required of the contractor for the safety of traffic and workmen.

This is an anticipated item of the contract and funds were included in the project authorization.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
JUL 19 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

July 18, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6135

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.5

Utility Adjustment
Pacific Power & Light Company
Tygh Grade Summit-Tygh Valley Section
Oregon Project EBF-102(8)

Your letter of June 8, 1962 and cost estimate and sketch map submitted by the Pacific Power & Light Co., dated July 12, 1962, are approved as the basis for an agreement.

You are authorized to proceed with the work. Reimbursement in the lump sum amount of $1,034.32 in accordance with the provisions of PPM 30-4 is approved.

original To Young
7-18-62

NOTED
R. L. PORTER

RECEIVED
JUL 19 1962
FOR FILING

6135

July 18, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Tygh Grade Summit-Tygh Valley Section of The Dalles-California Highway in Wasco County, Contract No. 6135, in connection with Federal-Aid Project No. ERF-102(8).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
JUL 17 1962
FOR FILING

6155

July 16, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Tygh Grade Summit-Tygh Valley Section
The Dalles-California Highway
Wasco County
Project No. ERF-102(8)

Dear Sir:

Herewith are two copies each of the estimate and sketch prepared by the Pacific Power & Light Company covering the adjustment of the Company's power line in connection with construction of the subject project. This completes the agreement between the State and Company for the adjustments. Copies of our Staff Attorney's letter were submitted June 14, 1962.

Your approval of the agreement and authorization to proceed as of this date under the provisions of PPM 30-3 are requested. It is further requested that reimbursement on lump sum basis in the amount of $1,034.32 be approved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra

RECEIVED
JUL 2 1962
FOR FILING

FORM E-125
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6135

June 29, 1962

Rogers Construction Co.,
11760 NE Glisan Street
Portland 20
Oregon

Gentlemen:

The State Highway Commission on June 29, 1962, awarded to you State Highway Contract No. 6135 for the following project:

Grading-stone base-oiling-structure on the Tygh Grade Summit-Tygh Valley Section of The Dalles-California Highway in Wasco County.

This award was based on your bid of $1,395,215.00 which was the low bid submitted to the Commission on June 27, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

de

cc: Frank Morgan
L. H. Young
R. C. Savage (SIAC)

RECEIVED
[illegible] 3 1962

477 Cottage Street NE
Salem, Oregon

June 29, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project EBF-102(8), Tygh Grade Summit-
Tygh Valley Section, The Dalles-California Highway

As requested in your letter of today advising that all rights of way or rights of entry for the above project have been acquired, we hereby concur as of this date in award of contract No. 6135 to Rogers Construction Company of Portland, Oregon, low bidder in the amount of $1,395,215.00 at the June 27, 1962 bid opening.

In our letter of June 5, 1962 authorizing advertising, we conditioned such authorization upon receipt of evidence that arrangements are being made for necessary adjustments of public utilities. We note that your legal department has contacted the Utility companies involved, requesting drawings and estimates covering the changes. The Pacific Northwest Bell Telephone Co. has been authorized to proceed with work on its facilities. We urge that arrangements with the other utilities be completed at the earliest possible date to allow construction of the project to proceed in an orderly manner.

NOTED
R.L PORTER

original To Young
7-3-62

RECEIVED
JUN 27 1962

FOR FILING
EBF [illegible]
6/2[illegible]

477 Cottage Street N.E.
Salem, Oregon

June 26, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Utility Adjustment
Pacific Northwest Bell Telephone Co.
Oregon Project EBF-102(8)

Your letter of June 8, 1962 and letter dated June 13, 1962 from Pacific Northwest Bell Telephone Co., with sketch map, are approved as the basis for an agreement to adjust the Utility facilities in connection with the above referenced project.

You are authorized to proceed with the work. Reimbursement will be subject to the provisions of PPM 30-4.

Copy To Young
6-27-62

RECEIVED
JUN 21 1962

FOR FILING

477 Cottage Street N.E.
Salem, Oregon

June 19, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

BY: T. Dec
Asst. Division Engineer

Oregon Project EBF-102(8)
Tygh Grade Summit-Tygh Valley Section
The Dalles-California Highway

We note that, in our memorandum of June 5, 1962 authorizing advertising of the above project, we failed to include the usual statement required in authorizing bond-financed Federal-aid projects. Therefore, to supplement the June 5 memorandum we now add the following:

"The authorization granted hereunder is subject to the mutual understanding and agreement, (a) that payments of Federal funds for the project that the Bureau of Public Roads may be required to make the State, shall be made at times and in amounts and upon the basis of funds available therefor out of Highway Trust Fund revenues, as determined by the Bureau of Public Roads; (b) that any deferment of payment of Federal funds therefor shall not impose upon the Federal Government a liability for any penalty, interest or other cost attributable to the deferment, and (c) that any increase in the cost of the project to the State resulting from or incurred by reason of such deferment shall be borne in its entirety by the State and shall not be subject to reimbursement, in whole or in part, by the Federal Government."

original To Young
6-21-62

RECEIVED
JUN 8 1962
FOR FILING
EBF-102 (8)
6135

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

June 5, 1962

By:

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

M. E. Martin
Acting Division Engineer

Oregon Project EBF-102(8)
Tygh Grade Summit-Tygh Valley Section
The Dalles-California Highway

We have today approved the P. S. and E. documents for the above project. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired and pending receipt of evidence that arrangements are being made for necessary adjustments of public utility facilities affected by this project.

Approval of P. S. and E. documents and authorization to advertise are given with the understanding that you will make any changes found necessary upon completion of our detailed review.

original To Young
6-8-62

9

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JUN 5 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

EPF-133(8)

135

June 1, 1962

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Right of Way Status
Tygh Grade Summit-Tygh
Valley Section
The Dalles-California
Highway
Grading, Oiling and
Structure

Dear Sir:

All rights of way and rights of entry have been obtained on this project, except for the following file.

File No. 34636 Dodd $1,150

A suit in condemnation will be filed on or before June 22. An adequate negotiation has been made.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:zg

cc Mr. Forrest Cooper✓
Mr. L. H. Young
Mr. L. I. Lindas

NOTED
FORREST COOPER

RECEIVED
JUN 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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JUN 1 1962
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

EDF [illegible]

6-25

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 31, 1962

Wasco Electric Cooperative, Inc.
P. O. Box 327
The Dalles, Oregon

ATTENTION: Mr. Eric A. Johnson

Re: Preliminary Engineering
Eightmile-Dufur and
Tygh Grade Summit-Tygh Valley Sections
The Dalles-California Highway
Wasco County

Gentlemen:

You are hereby authorized to proceed with preliminary engineering only on the abovenamed sections of The Dalles-California Highway as of May 23, 1962.

Reimbursement for preliminary engineering done subsequent to that date will be made subject to the provisions of PPM 30-4 and all supplements thereto.

Should it be desired to use the contract method to accomplish any portion of the work, for example the employment of a Consulting Engineer, it will be necessary for you to obtain permission in writing prior to the beginning of any contract work in order to qualify for reimbursement.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

NOTED
R. L. PORTER

TWL:bjh
cc: G. S. Paxson
R. L. Porter ✓
C. G. Polk
L. H. Young
C. H. Maison
Dean Swift
Lowell Stratton
R. S. Hawkins
F. W. Sugnet

RECEIVED
JUN 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
K[illegible] N. [illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
JUN 1 1962
FOR FILING

E[illegible]F-132 (P)

6/2[illegible]

May 31, 1962

Deschutes Telephone Company
Maupin, Oregon

ATTENTION: Mr. M. C. Melum

Re: Preliminary Engineering
Tygh Grade Summit-Tygh Valley Section
The Dalles-California Highway
Wasco County

Gentlemen:

You are hereby authorized to proceed with preliminary engineering only on the abovenamed section of The Dalles-California Highway as of May 23, 1962.

Reimbursement for preliminary engineering done subsequent to that date will be made subject to the provisions of PPM 30-4 and all supplements thereto.

Should it be desired to use the contract method to accomplish any portion of the work, for example, the employment of a Consulting Engineer, it will be necessary for you to obtain permission in writing prior to the beginning of any contract work in order to qualify for reimbursement.

Very truly yours,

F. D. Morgan
Construction Engineer

By

NOTED
G. S. PAXSON

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
cc: G. S. Paxson
R. L. Porter
C. G. Polk
L. H. Young
C. H. Maison
Dean Swift
R. S. Hawkins
F. W. Sugnet

RECEIVED
JUN 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

EPF-102 (8)

6135

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 31, 1962

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

ATTENTION: Mr. R. H. Sallee

Re: Preliminary Engineering
Tygh Grade Summit-Tygh Valley Section
The Dalles-California Highway
Wasco County

Gentlemen:

You are hereby authorized to proceed with preliminary engineering only on the abovenamed section of The Dalles-California Highway as of May 23, 1962.

Reimbursement for preliminary engineering done subsequent to that date will be made subject to the provisions of PPM 30-4 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

NOTED
G. S. PAXSON

TWL:bjh

cc: G. S. Paxson
R. L. Porter
C. G. Polk
L. H. Young
C. H. Maison
Dean Swift
R. S. Hawkins
F. W. Sugnet

RECEIVED
JUN 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

EPF-142(8)
6135

May 31, 1962

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland 12, Oregon

ATTENTION: Mr. M. E. Bousha

Re: Preliminary Engineering
Tygh Grade Summit-Tygh Valley Section
The Dalles-California Highway
Wasco County

Gentlemen:

You are hereby authorized to proceed with preliminary engineering only on the abovenamed section of The Dalles-California Highway as of May 23, 1962.

Reimbursement for preliminary engineering done subsequent to that date will be made subject to the provisions of PPM 30-4 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

NOTED
G. S. PAXSON

TWL:bjh

cc: G. S. Paxson ✓
R. L. Porter
C. G. Polk
L. H. Young
C. H. Maison
Dean Swift
R. S. Hawkins
F. W. Sugnet

RECEIVED
JUN 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

S-469(2) McMinnville Sec. of relocated 1962
Three Mile Lane Hwy. (Grad., Pav.,
[redacted]
#6136 3 Struc. & Sign.)

R/W
24365

RECEIVED
AUG 20 1965

STATE COPY

Monthly transaction number

FOR FILING

Project report number
S-469(2)
10

FC PR-2A
(8- .7)

U.S. DE RTMENT OF COMMERCE
BU AU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

te
Oregon

County
Yamhill

Project number
S-469(2)

6136

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 27, 1962, is hereby modified as follows:

Revised estimated total cost of project	$ 1,094,952.66
Revised Federal funds	$ 677,770.99
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9 day of August, 1965.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M Klaboe

Assistant State Highway Engineer
(Title)

By A. W. Parsons
(Division Engineer)

By: LR Backlund
L. R. Backlund
Administrative Manager

By ______

______
(Title)

By ______

______
(Title)

USCOMM-DC 8120-P63

Contract 6136

RECEIVED
8 [illegible] 1962
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MON… TRANSACTION NO.	FO… PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	…ATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Yamhill
PROJECT REPORT NO. S (2)		PROJECT NO. S-469(2)

6136

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. .5 mi. S McMinnville E.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-5-62	2.411
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,035,896.00	$ 652,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________________

ASSISTANT State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By: R.R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer July 27, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-469(2)

McMINNVILLE SECTION OF THE
THREE MILE LANE HIGHWAY IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 19, 1962

Type Code 6202
Roadway (Sta. 565+00 to Sta. 694+00)(Contract 6136)

Clearing and Grubbing	All	Required		$ 10,000.00
Drainage Excavation, Unclass.	3,400	cu.yd.	$2.50	8,500.00
General Excavation, Unclass.	352,800	cu.yd.	0.35	123,480.00
Short Overhaul	1,259,500	yd.sta.	0.01	12,595.00
Long Overhaul	22,200	C-yd.sta.	0.40	8,880.00
Finishing Roadbed and Slopes	All	Required		2,500.00
Rounding Cutbanks	11,300	lin.ft.	0.15	1,695.00
Loading and Placing Topsoil	3,700	cu.yd.	0.50	1,850.00
12-inch Concrete Pipe	500	lin.ft.	2.20	1,100.00
18-inch Concrete Pipe	840	lin.ft.	4.75	3,990.00
30-inch Concrete Pipe	80	lin.ft.	9.00	720.00
48-inch Concrete Pipe	210	lin.ft.	18.00	3,780.00
Extra for Pipe under Pavement	60	lin.ft.	5.00	300.00
8-inch Sewer Pipe	110	lin.ft.	1.60	176.00
18-inch Sewer Pipe	420	lin.ft.	4.75	1,995.00
21-inch Sewer Pipe	400	lin.ft.	5.25	2,100.00
30-inch Sewer Pipe	1,500	lin.ft.	9.00	13,500.00
36-inch Sewer Pipe	1,200	lin.ft.	11.50	13,800.00
6-inch Perforated Rigid-Type Drain Pipe	400	lin.ft.	1.25	500.00
8-inch Perforated Rigid-Type Drain Pipe	2,200	lin.ft.	1.50	3,300.00
12-inch Perforated Rigid-Type Drain Pipe	2,400	lin.ft.	2.00	4,800.00
Special Backfill in Drains	340	cu.yd.	5.00	1,700.00
18-inch Culvert End Sections	18	only	55.00	990.00
Concrete Manholes	6	only	300.00	1,800.00
Concrete Inlets, Type "D"	5	only	125.00	625.00
Concrete Inlets, Type "CG-2"	2	only	125.00	250.00
Curb Inlets	2	only	125.00	250.00
Concrete Curbs	75	cu.yd.	45.00	3,375.00
Metal Guard Rail	6,600	lin.ft.	2.39	15,774.00
Type 2 Barricade	470	lin.ft.	2.30	1,081.00
Guard Rail Salvaged Barricade	470	lin.ft.	1.00	470.00
Guide Posts, PW-1	75	only	7.50	562.50
Guide Posts, PY-2	175	only	7.80	1,365.00
Guide Posts, PY-3	4	only	8.30	33.20

Type 2 Fence	180 rod	$6.50	$ 1,170.00
16' x 48" Metal Gates	2 only	100.00	200.00
1-inch Electrical Conduit	150 lin.ft.	1.00	150.00
1-1/2 inch Electrical Conduit	740 lin.ft.	1.45	1,073.00
Rock Subbase	2,300 cu.yd.	2.50	5,750.00
Coarse Crushed Material in Base	138,000 ton	1.53	211,140.00
3/4" - 0 Material in Base	15,400 ton	1.65	25,410.00
Sprinkling	3,800 M-gal.	2.50	9,500.00
SS-1 Asphalt in Sprinkling	20,300 gal.	0.28	5,684.00
Loose Riprap	1,900 cu.yd.	3.50	6,650.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	690 cu.yd.	3.35	2,311.50
Furnishing and Placing Aggregates	165 cu.yd.	4.85	800.25
RC-250 Asphalt	100 ton	42.00	4,200.00
120-150 Asphalt	18 ton	40.00	720.00
Class "B" Asphaltic Concrete	19,600 ton	5.57	109,172.00
Extra for Paving Approaches	20 only	40.00	800.00
Asphaltic Concrete Traffic Markers, Type "L"	1,700 lin.ft.	0.80	1,360.00
Removal of Existing Sign Installations	All Required		164.00
Furnish 8" BP 36# Steel Piling	218 lin.ft.	5.13	1,118.34
Drive Steel Piles	14 only	79.00	1,106.00
Metal Sign Posts	All Required		854.00
Overhead Sign Structures	All Required		17,815.00
Wood Sign Posts	All Required		2,398.00
Type "B" Signs in Place	36 sq.ft.	6.74	242.64
Type "C", "D" and "H" Signs in Place	1,038 sq.ft.	3.44	3,570.72
Type "E" Signs in Place	130 sq.ft.	3.71	482.30
Type "F" Signs in Place	212 sq.ft.	4.73	1,002.76
Type "A" Signs in Place	1,913 sq.ft.	6.74	12,893.62
			$676,574.83

Flagging (57½% of Contractor's Cost)	All Required	$ 2,000.00
Signing (Temporary)	All Required	1,300.00
Seeding and Mulching	All Required	3,800.00
		$ 7,100.00

Utilities		
Work by City of McMinnville	All Required	$ 229.00
Work by Bonneville Power Adm.	All Required	600.00
		$ 829.00

Subtotal	$684,503.83
10% Engr. & Cont.	68,450.17
Total	$752,954.00

Type Code X720
McMinnville Interchange (Br. #8904)(Sta. 989+59.17)(Contract 6136)

Shoring, Cribbing, etc.	All Required (10%)		$ 2,180.00
Structural Excavation	170 cu.yd.	$3.00	510.00
Structural Excavation below Elevation Shown	10 cu.yd.	10.00	100.00
Furnish Treated Timber Piling	3,760 lin.ft.	1.25	4,700.00
Drive Timber Piles	88 only	49.00	4,312.00
Class "A" Concrete (370 cu.yd.)	All Required (23%)		24,993.18
Metal Reinforcement (81,000 lb.)	All Required (24%)		9,485.76
8-inch Metal Drain Pipe	95 lin.ft.	3.00	285.00
Preparation of Slopes	150 sq.yd.	2.75	412.50
Concrete Slab Riprap	150 sq.yd.	6.00	900.00
			$ 47,878.44

Type Code X031
S. Yamhill River Bridge (Br. #8490)(Sta. 655+32.39 to Sta. 658+56.61)
(Contract 6136)

Shoring, Cribbing, etc.	All Required (90%)		$ 19,620.00
Structural Excavation	1,100 cu.yd.	$3.00	3,300.00
Structural Excavation below Elevation Shown	65 cu.yd.	10.00	650.00
Furnish Treated Timber Piling	4,020 lin.ft.	1.25	5,025.00
Furnish Untreated Timber Piling	2,600 lin.ft.	0.80	2,080.00
Drive Timber Piles	164 only	49.00	8,036.00
Class "A" Concrete (773 cu.yd.)	All Required (48%)		52,159.68
40'-45' Type II Prestressed Beams	25 only	512.00	12,800.00
Metal Reinforcement (129,000 lb.)	All Required (37%)		14,623.88
Structural Steel (115,700 lb.)	All Required		26,558.00
Metal Parapet Railing	650 lin.ft.	5.30	3,445.00
8-inch Metal Drain Pipe	70 lin.ft.	3.00	210.00
			$148,507.56

Type Code X021
Overcrossing Bridge (Br. #8492)(Sta. 662+00 to Sta. 665+00)(Contract 6136)

Furnish Treated Timber Piling	4,810 lin.ft.	$1.25	$ 6,012.50
Drive Timber Piles	77 only	49.00	3,773.00
Class "A" Concrete (458 cu.yd.)	All Required (29%)		31,513.14
Metal Reinforcement (134,000 lb.)	All Required (39%)		15,414.36
Treated Timber in Place	8 M-fbm	472.00	3,776.00
8-inch Metal Drain Pipe	115 lin.ft.	3.00	345.00
			$ 60,834.00

Subtotal	$ 257,220.00
10% Engr. & Cont.	25,722.00
Total	$ 282,942.00

Federal-Aid Secondary
Project No. S-469(2)

Oregon State Highway Department

Length of Roadway - - - - - 2.293 Miles
Length of 3 Structures- - - 0.118 Mile
Length of 4 Structures- - - 0.032 Mile (Exceptions)
Total Length- - - - - - - - 2.443 Miles
Cost of Roadway Per Mile- - $328,370.69

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 752,954.00	$474,000.00	$278,954.00
Structures	282,942.00	178,000.00	104,942.00
	$1,035,896.00	$652,000.00	$383,896.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

FORM 230—50M—4-54—74366

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

McMinnville, Oregon
June 22, 1965

SUBJECT: Salvaged Materials
McMinnville Section
Three Mile Lane Highway
Contract No. 6136

To:

Mr. R.D. Asburry
Division Engineer
Salem, Oregon

In answer to your request about salvaged materials, Bid Item No. 68 - Removal of Existing Sign Installations on Contract No. 6136.

Four STOP signs of the older type (plywood) and of no value were salvaged from the following locations: 2 from Lawson Lane approach to Three Mile Lane Highway, 1 each from Pacific Avenue and Martin Lane, the foregoing signs were placed on temporary supports by State survey crew and used as needed throughout the project during construction and delivered to McMinnville Maintenance Yard at the close of project.

A few finger boards were salvaged and delivered to the McMinnville Maintenance Yard, the signs and the posts were in very poor condition and were of no value.

Ross M. Harris

Ross M. Harris
Resident Engineer
P.O. Box 411
McMinnville, Oregon 97128

RMH/dc

cc:
file

RECEIVED
JUN 23 1965
OFFICE OF
DIVISION ENGINEER
SALEM

RECEIVED
MAR 18 1965
FOR FILING

6154

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1965

SUBJECT: State of Oregon vs.
Harley Stowell, et ux.
L-4044 R-30319
Salmon River Junction-East
McMinnville Junction Section
Three Mile Lane Highway

To Mr. Jack Sollis
Staff Attorney

Office

I am forwarding the above subject file to you and calling to your particular attention Mr. Shaw's letter to me of February 24, 1965, together with the contour maps which he forwarded with his letter.

I had occasion to review the contour maps with Mr. Wright and it seems quite obvious from the elevations shown thereon that our drainage ditches should have no effect whatsoever on the Stowell property.

Since you are probably more fully acquainted with the drainage problem involved, I wish you would consider this as a possible Inverse Condemnation case and as time permits you would work with the Resident Engineer on the job towards building up evidence to be used in the eventuality that an Inverse Condemnation action is filed by this property owner.

Would you please keep me posted from time to time.

G. E. ROHDE
Chief Counsel

GER:hg
Attachment

CC - Mr. J. Robert Patterson
Mr. Lloyd P. Shaw
Mr. Allan Johansen

RECEIVED
FEB 26 1965
FOR FILING

6136

Salem, Oregon
February 24, 1965

Mr. G. E. Rohde
Chief Counsel

State of Oregon vs.
Harley Stowell, et ux.
L-4044 R-30319
Salmon River Junction-East
McMinnville Junction Section
Three Mile Lane Highway

Please refer to my letter of January 13 and yours of February 1, the latter directed to Marsh, Marsh, Dashney and Cushing.

Attached are two prints of a contour map, recently completed, which shows ground elevations in the area which was still partly flooded at the time the January 13 letter was written.

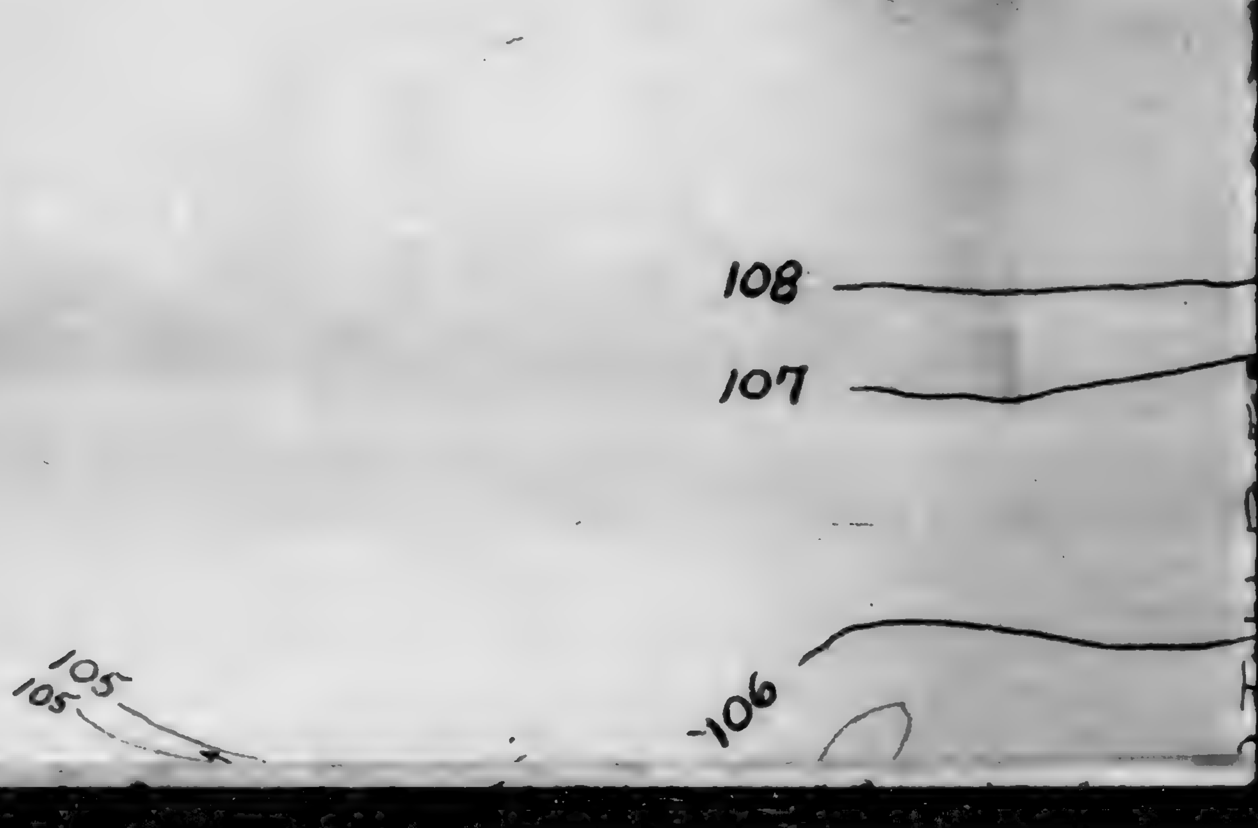
The flow line of the ditch near the highway center line is 105.2. All elevations between that point and our southerly right-of-way line are greater by at least 0.4 foot. The map indicates several areas farther south which are lower than the natural ground at the right-of-way line and would not drain in a northerly direction except by seepage. From a point about 440 feet southerly from our right-of-way line to the southerly limits shown on the map the ground is lower than the flow line of the ditch at our center line. The impounding of water which is the subject of a November 27, 1964 letter from Willard L. Cushing is, according to our survey, the natural status of that area.

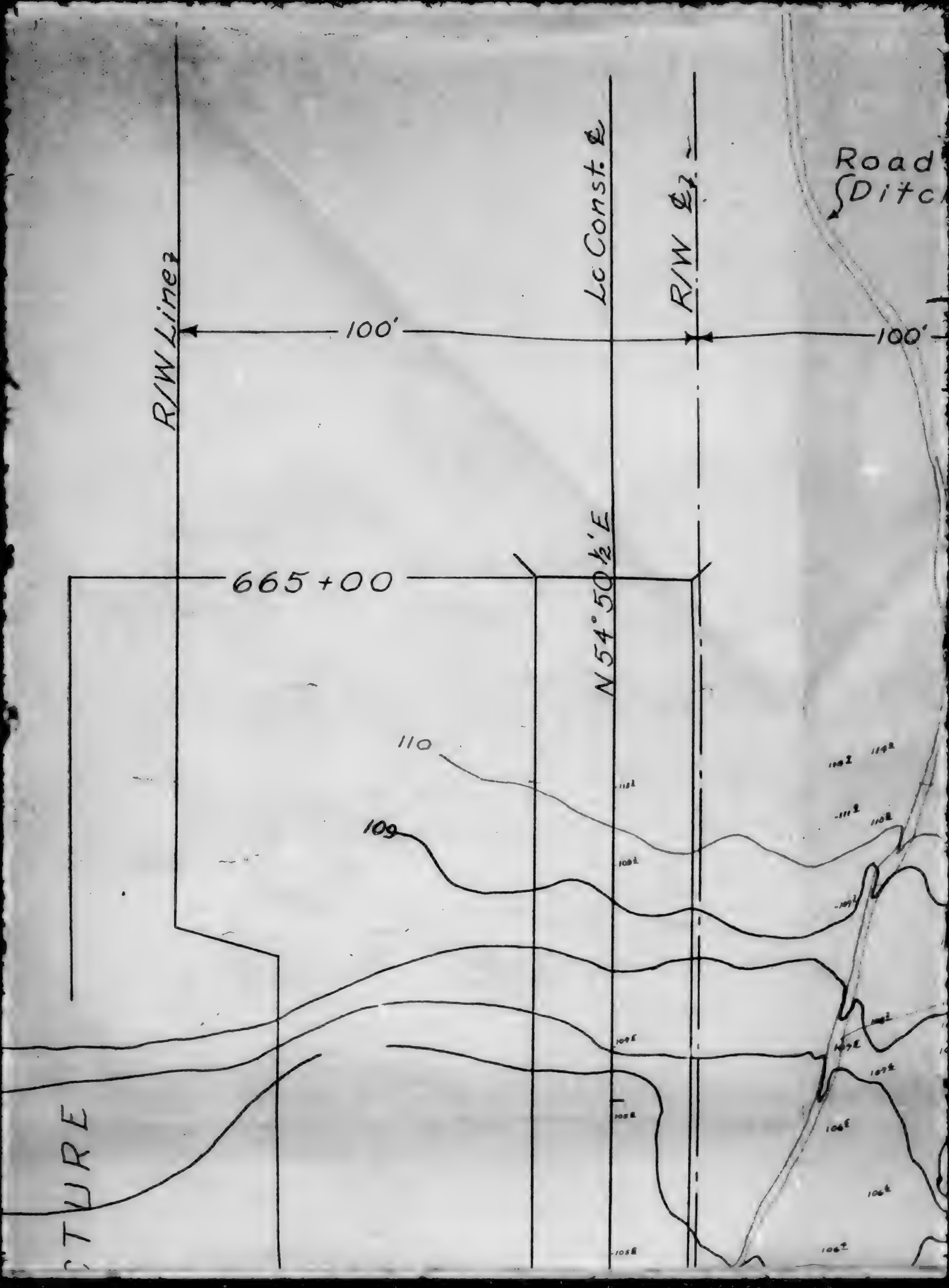
Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

CONTOUR & DRAINAGE SKETCH MAP
STOWELL PROPERTY
McMinnville Section
Three Mile Lane Highway
Yamhill County
Ross M. Harris Res. Engr.
Scale: 1" = 20' January 19, 1965




R/W Line
100'
Lc Const. ℄
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Road
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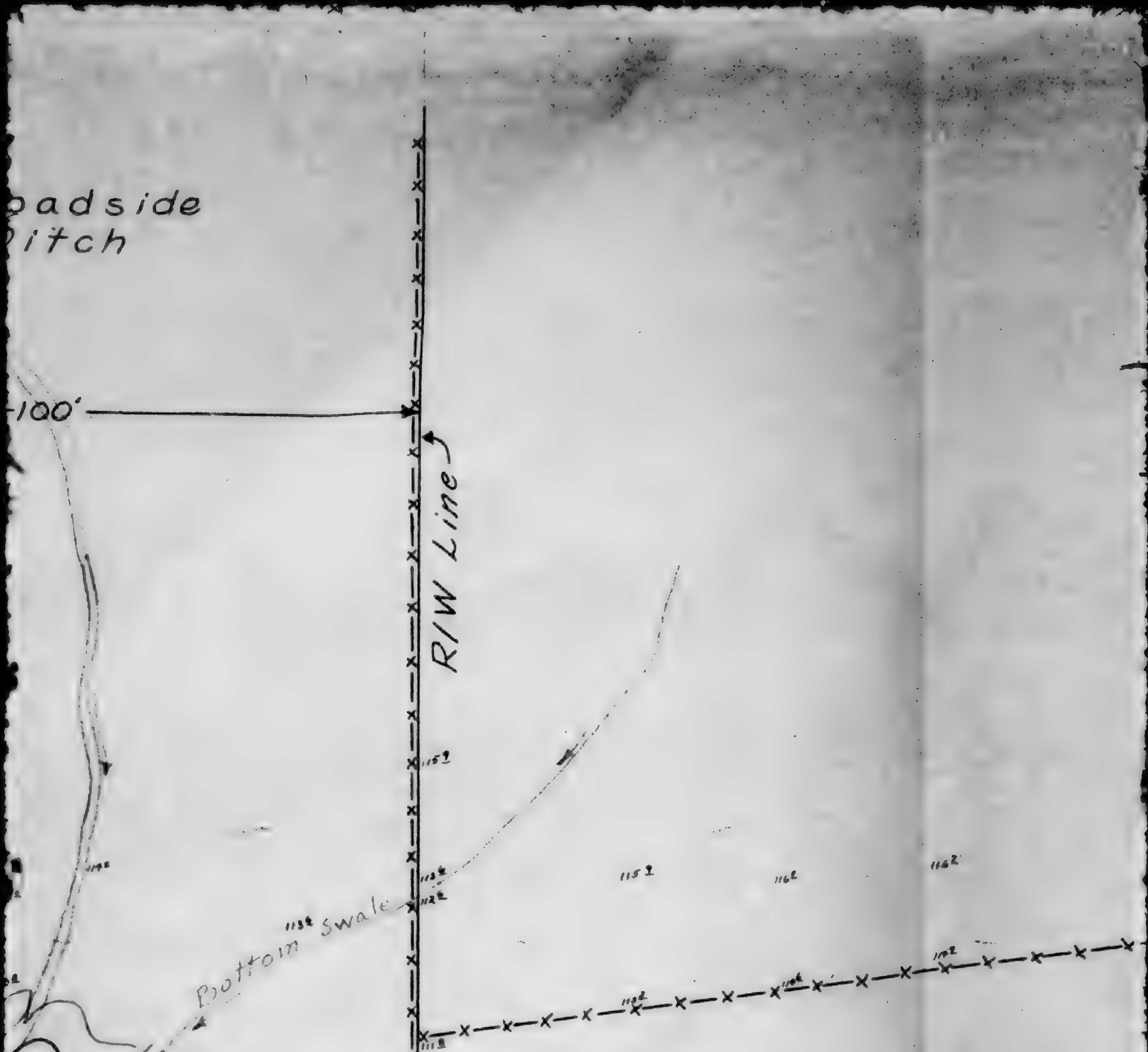
oadside
Ditch
100'
R/W Line
Bottom Swale
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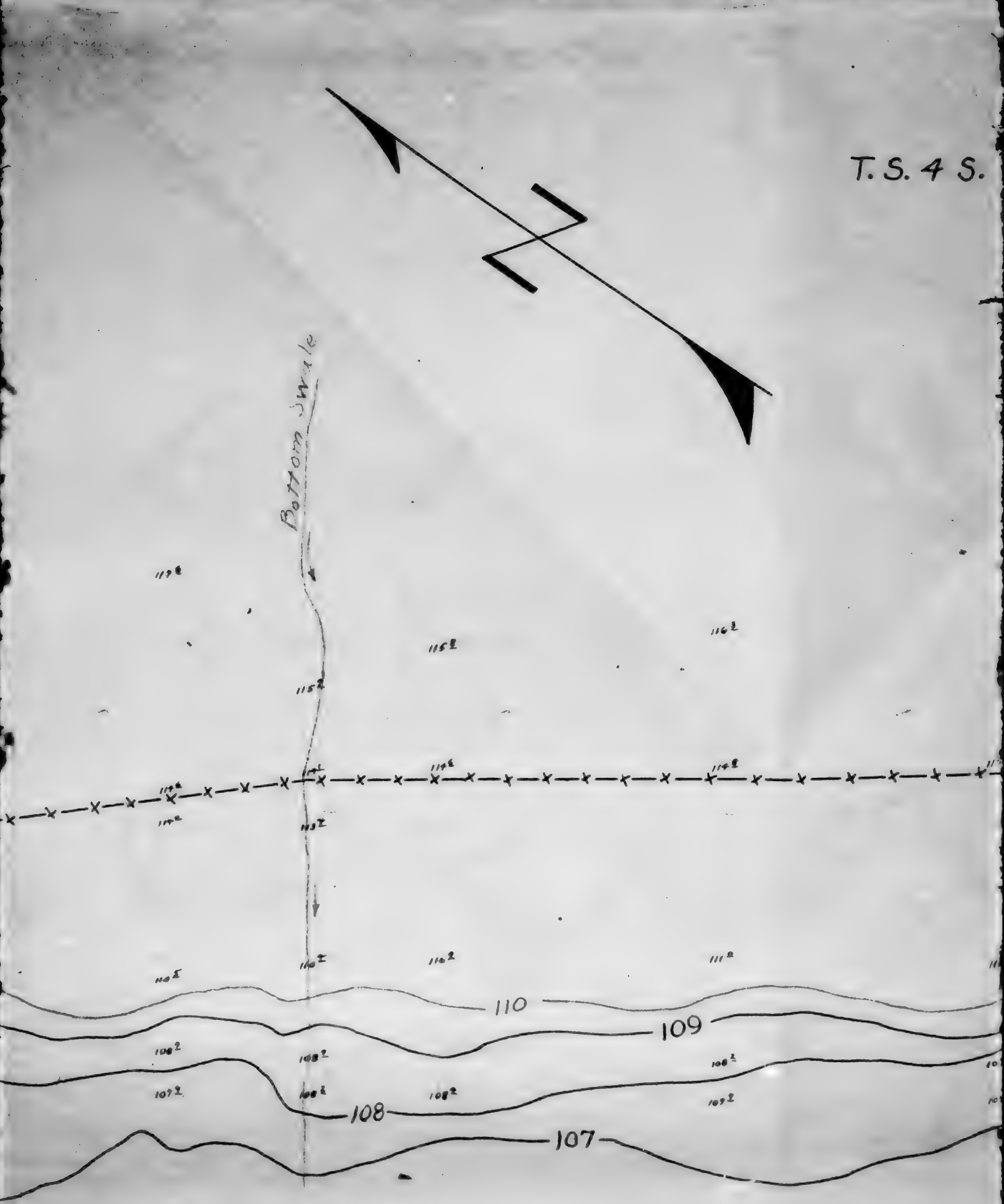
T.S. 4 S.
Bottom Swale
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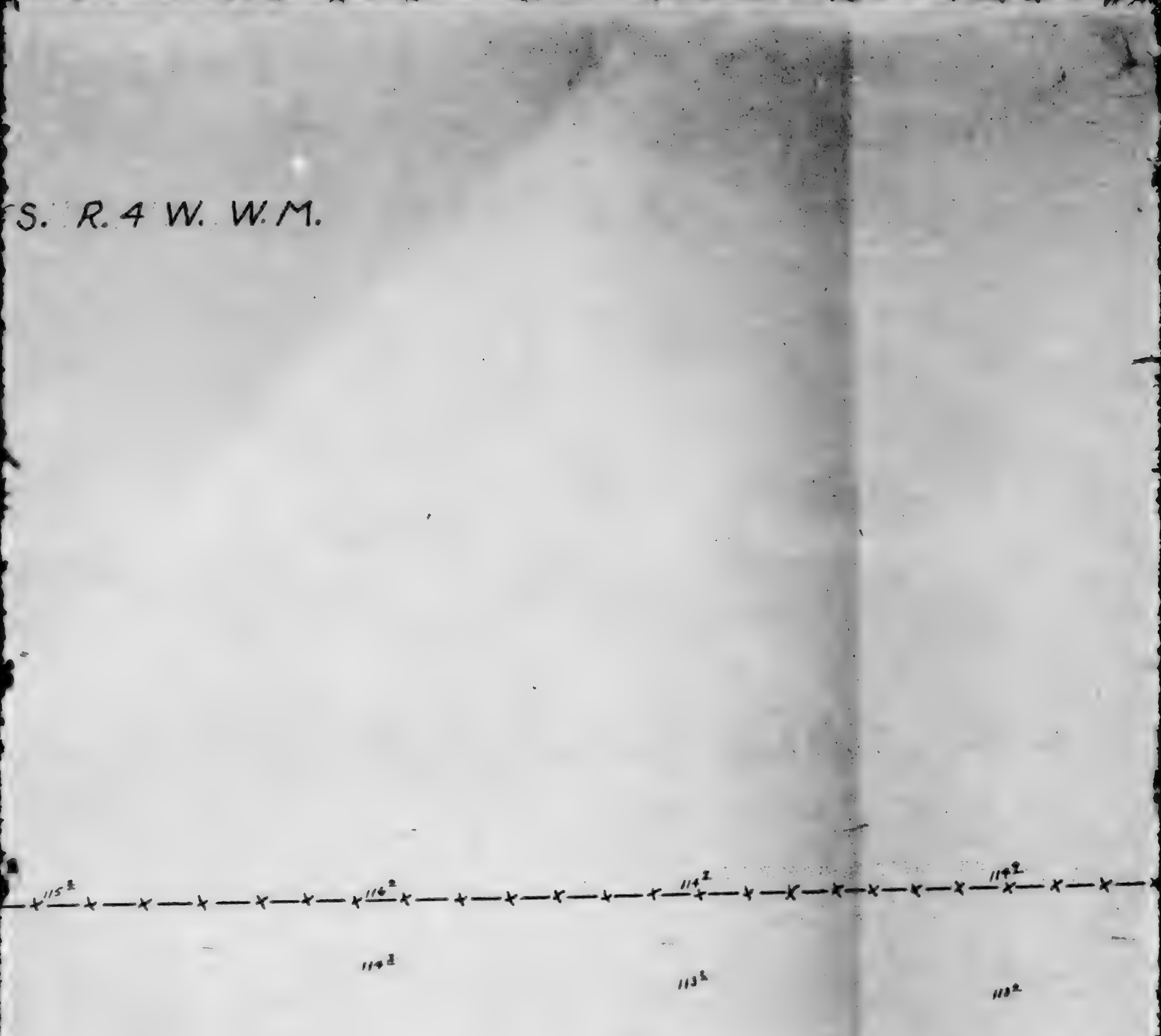
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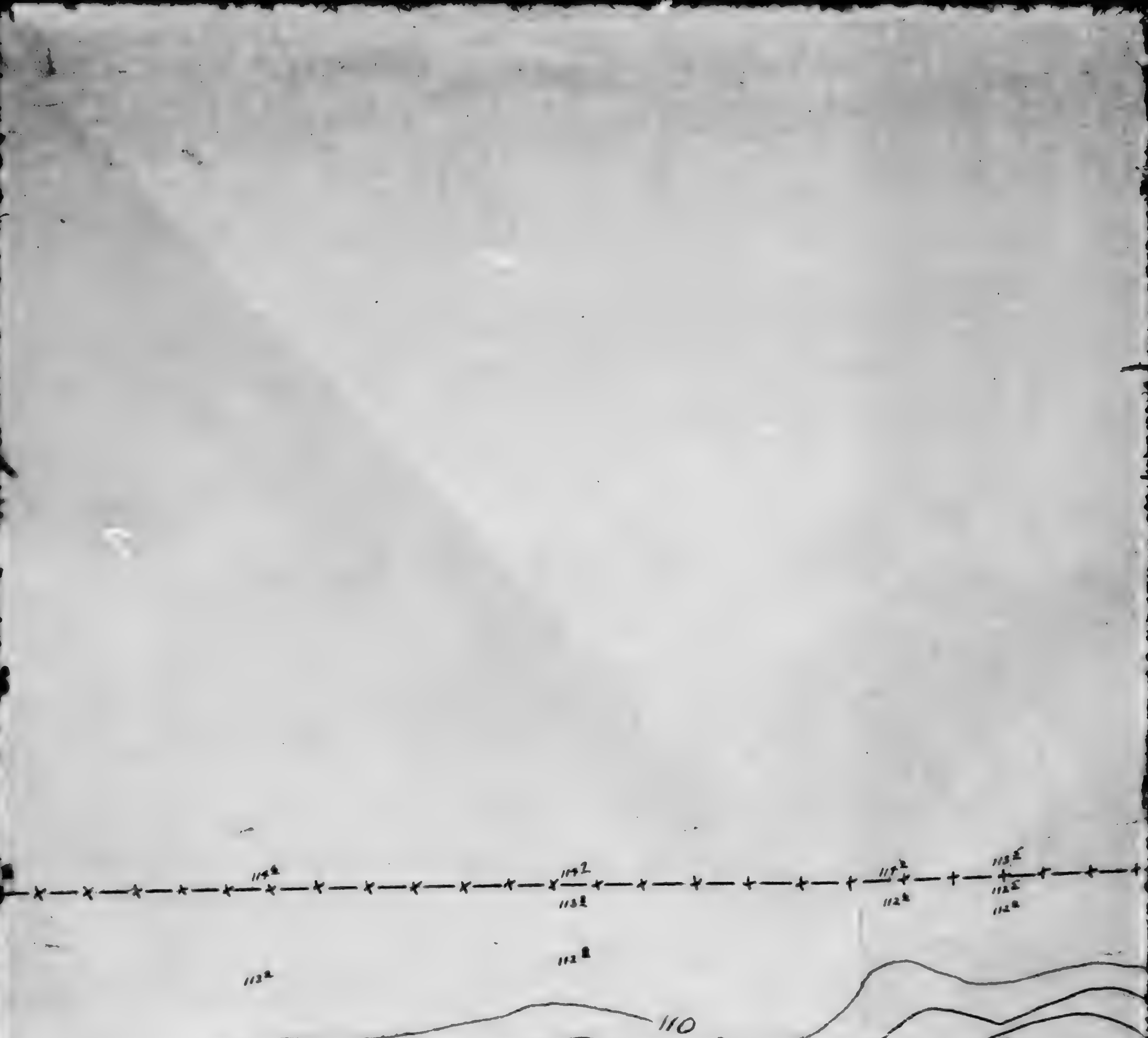
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Spring
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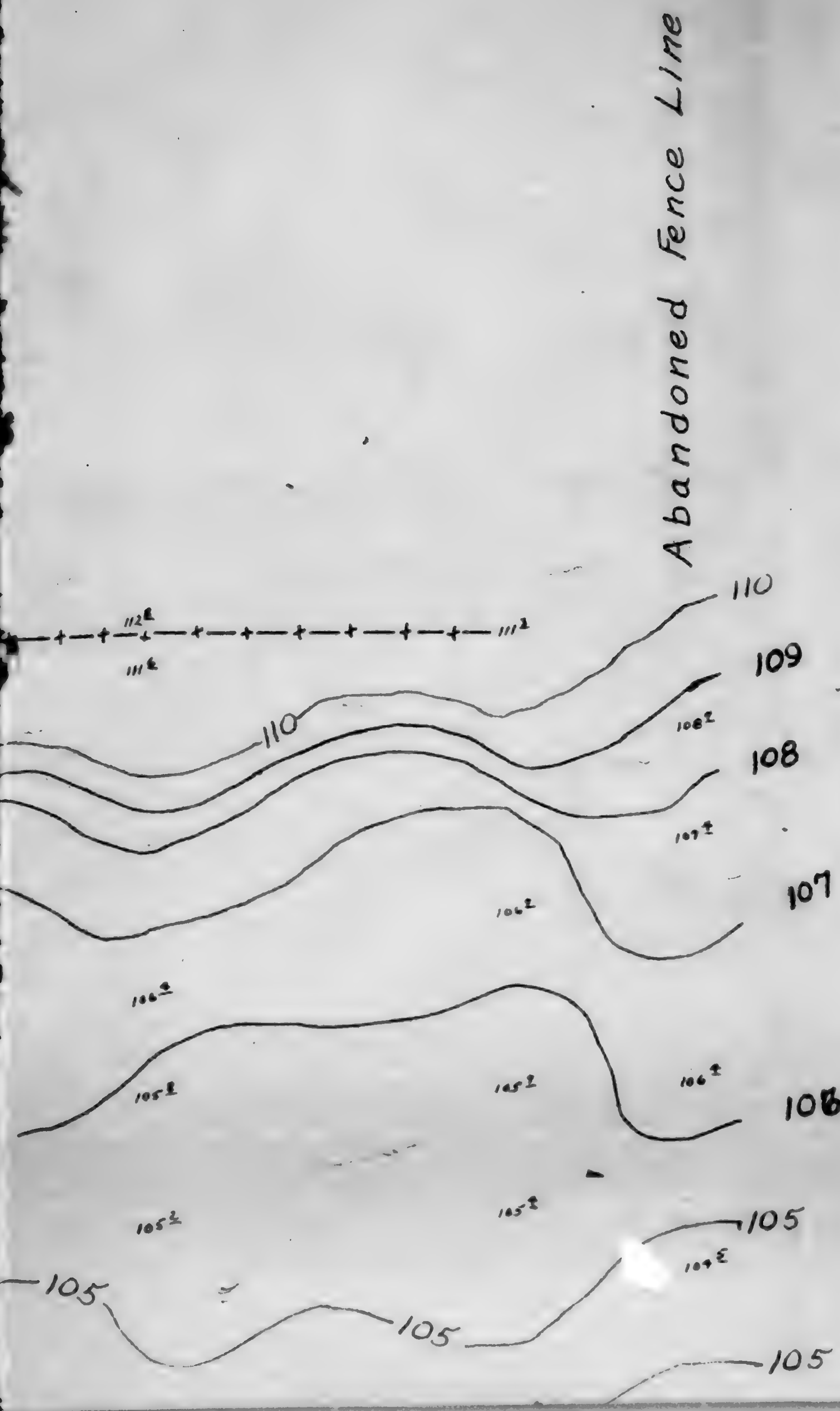
Abandoned Fence Line
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108^{2}
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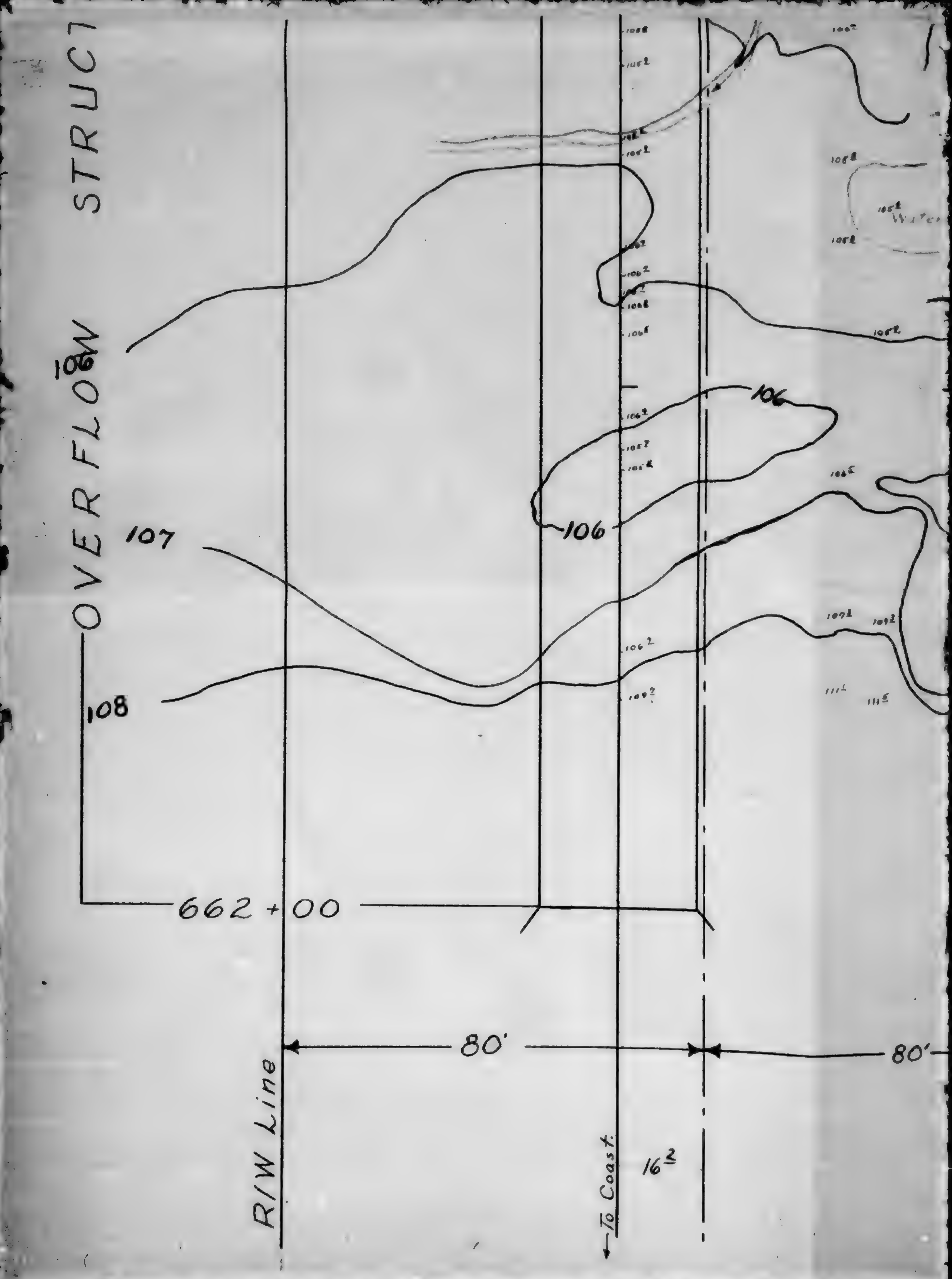
Contour & Drainage Sketch Map - Stowell Property - McMinnville


OVERFLOW STRUCT
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107
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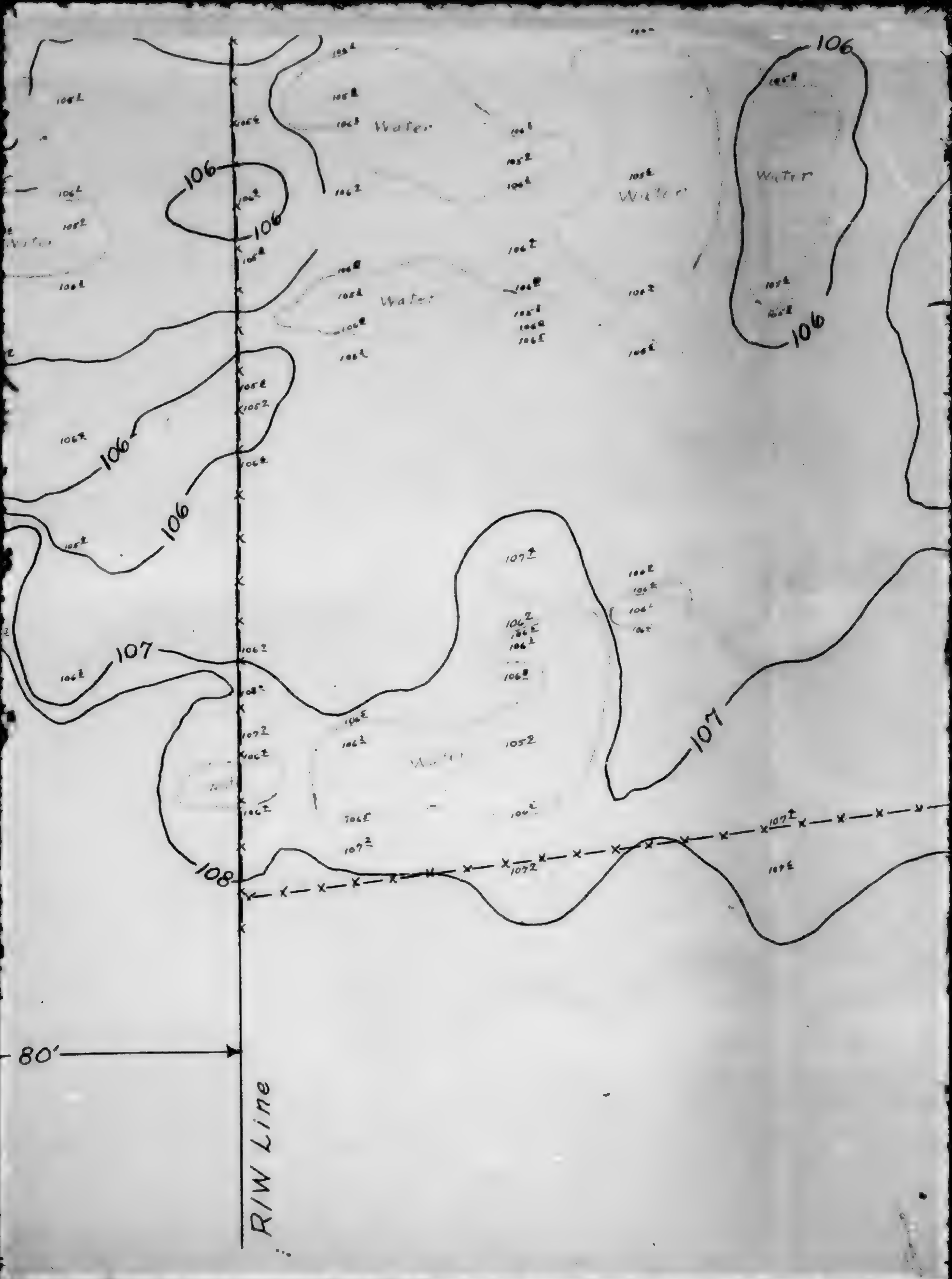
80'
R/W Line
To Coast
16 2
Water


106
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108
Water
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Water
80'
R/W Line
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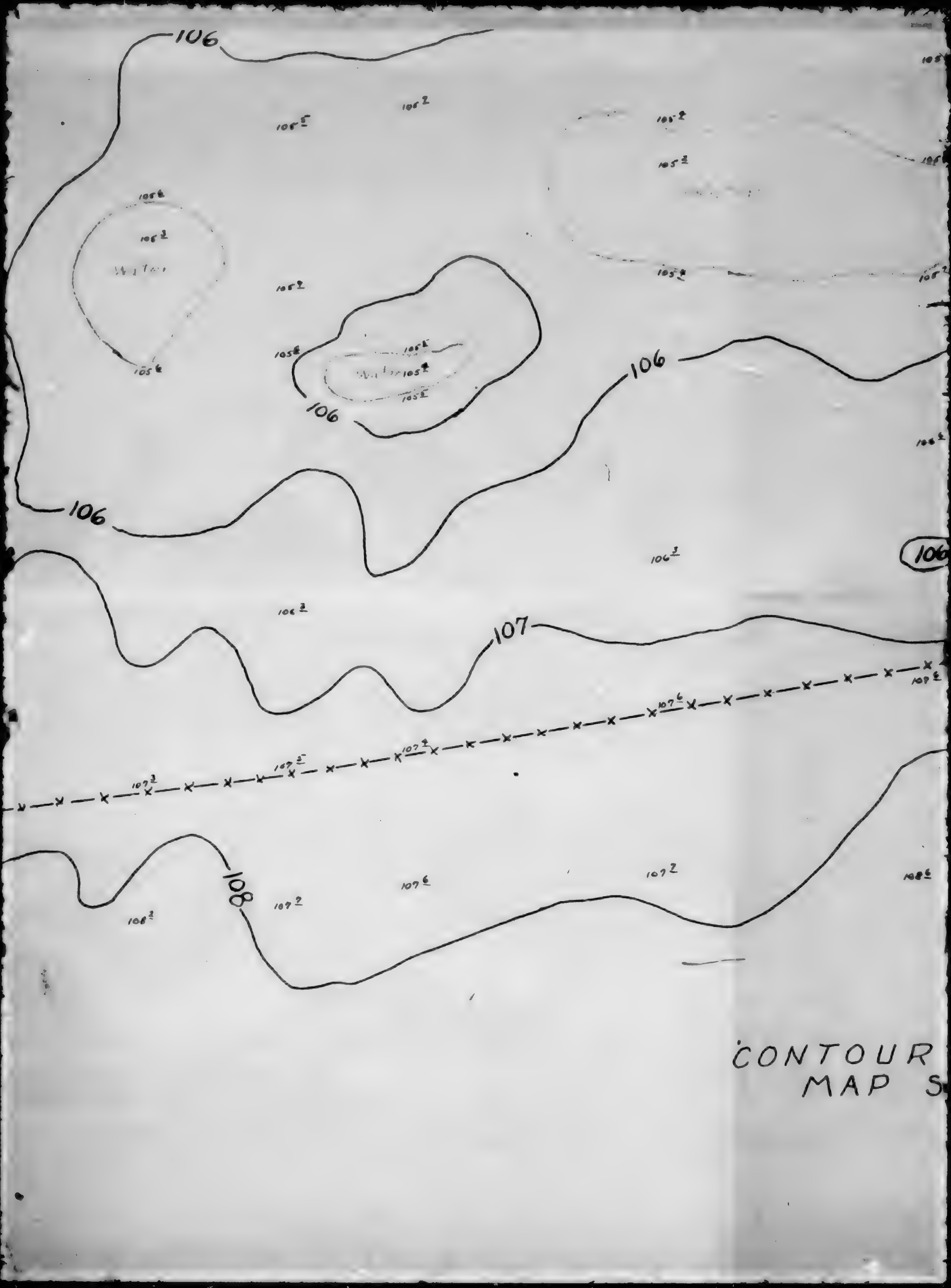
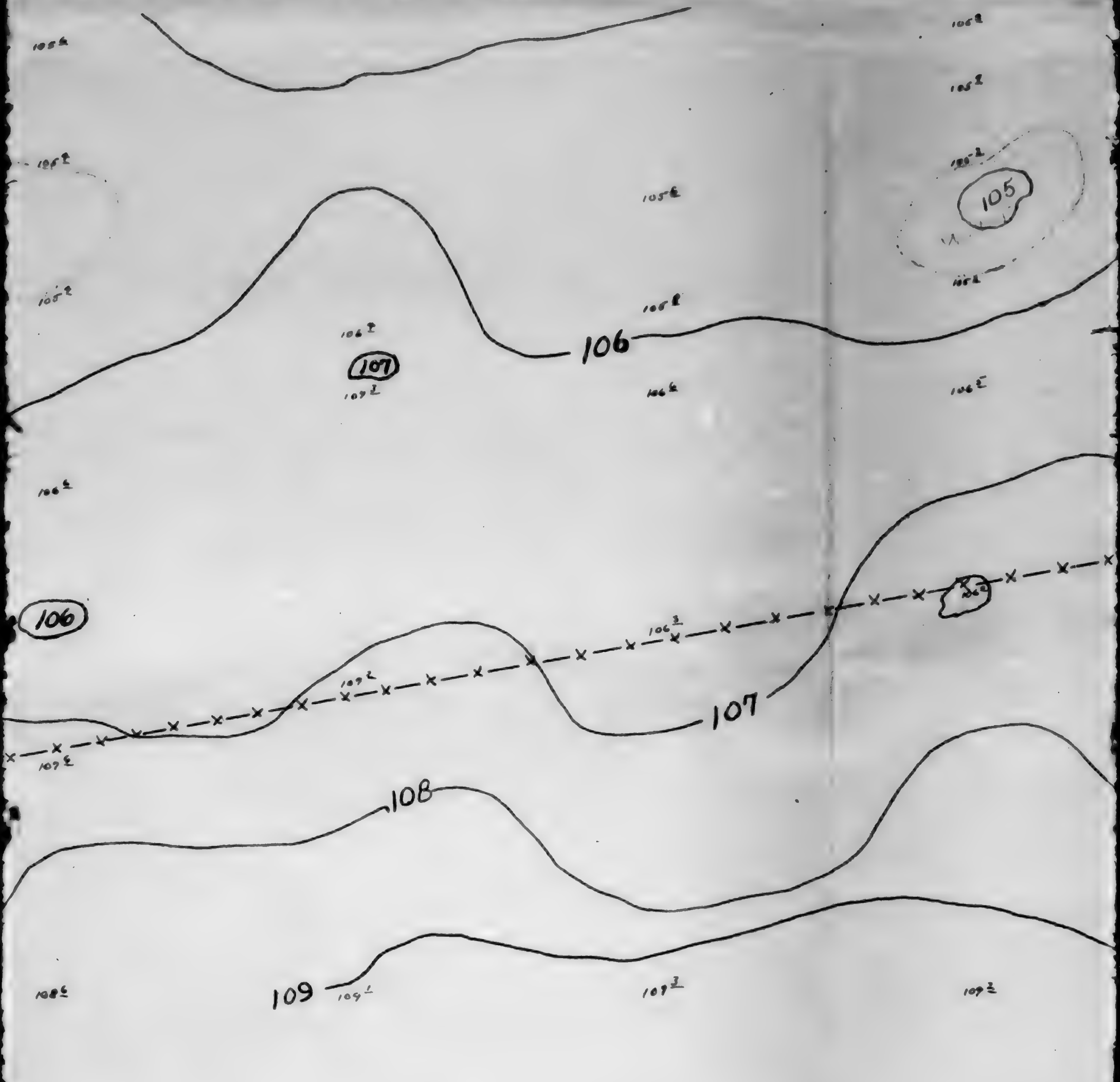
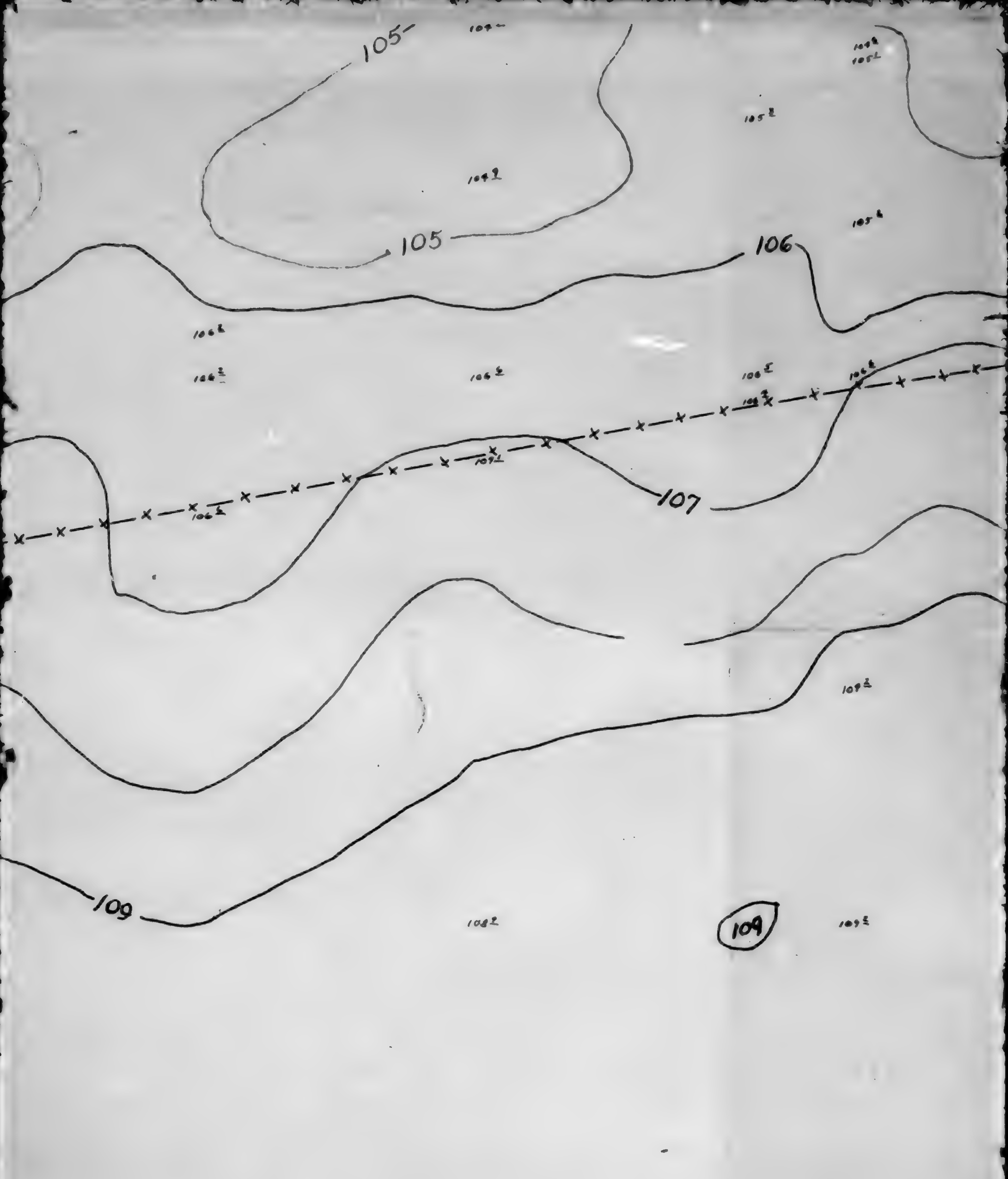
106²
105²



CONTOUR
MAP S



UR INTERVAL = 1'
P SCALE: 1" = 20'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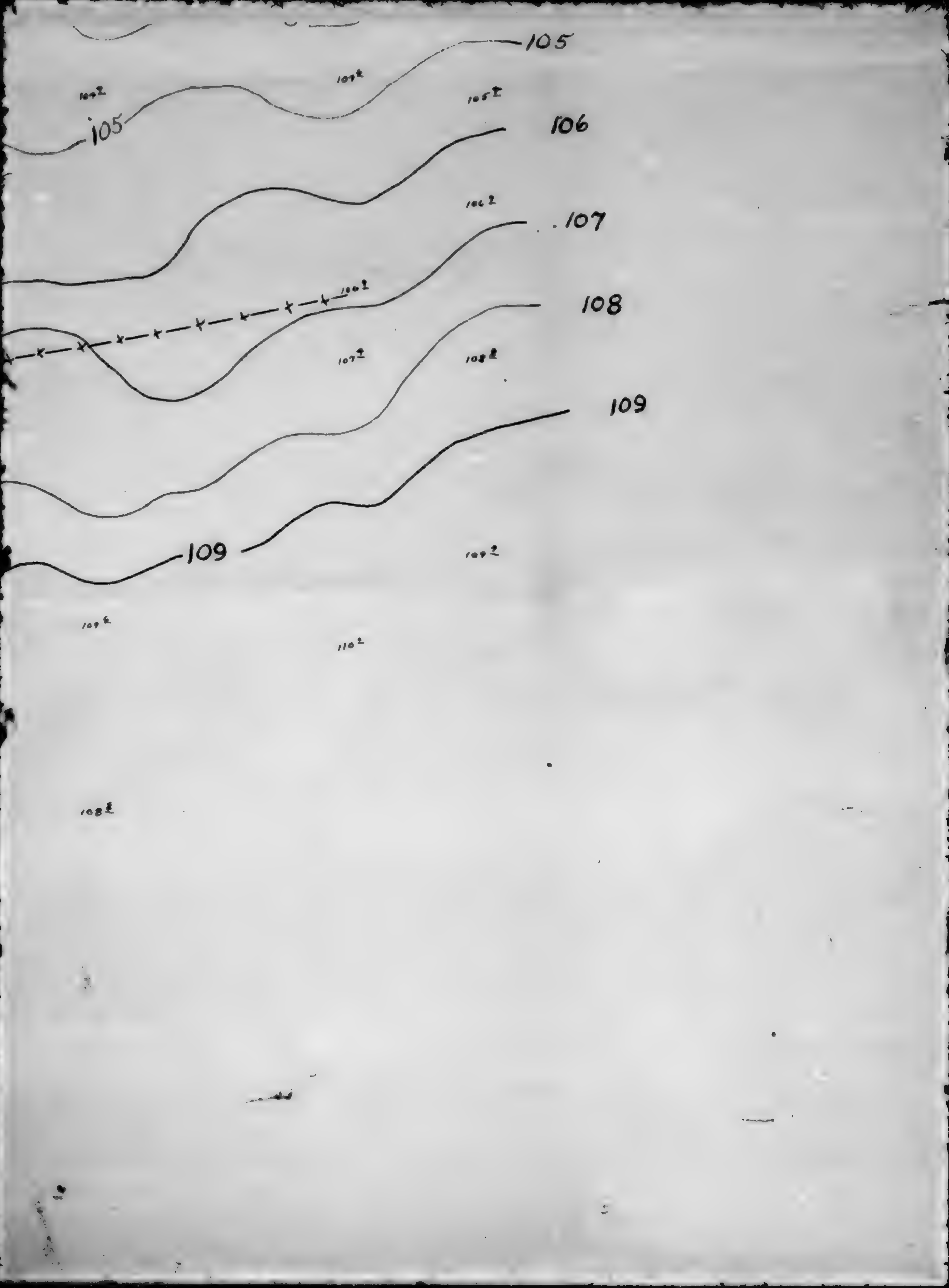
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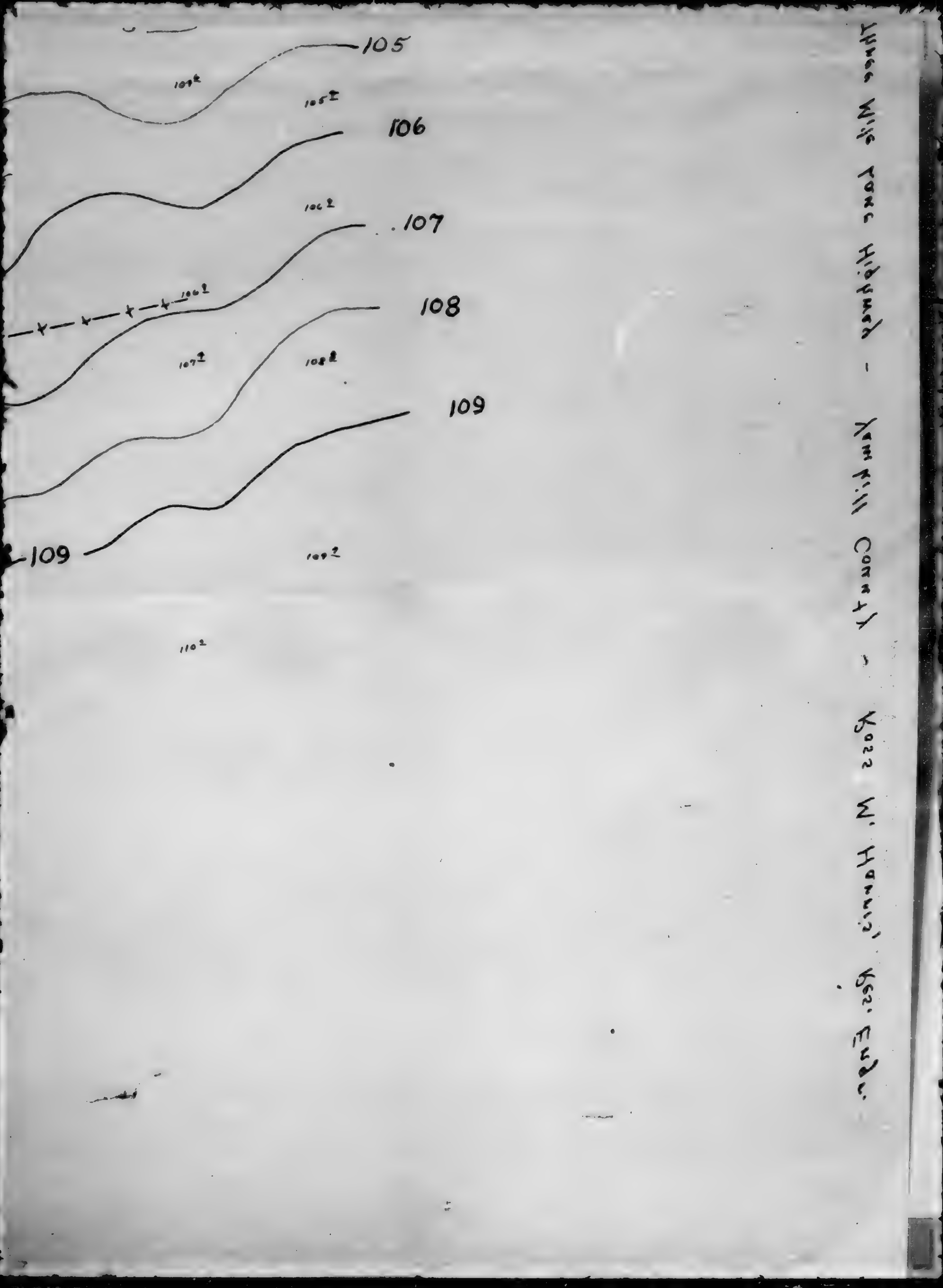
Three Mile Lane Highway - Yamhill County - Ross W. Harris, Res. Engr.
105
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RECEIVED
FEB 10 1965
~~FOR FILING~~
[illegible]
6136

February 10, 1965

Standard Accident Insurance Company
Detroit 32
Michigan

Gentlemen:

On January 5, 1965, we wrote to you concerning release of final payment on Contract No. 6136 awarded to C. C. Meisel for grading, paving, three structures, and signing on the McMinnville Section of the Three Mile Lane Secondary Highway in Yamhill County.

Final payment on this contract is $46,966.11 and the total contract amount is $967,922.07 including $6,448.11 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc C. C. Meisel
P. O. Box 206
McMinnville, Oregon

Standard Accident Insurance Company
Portland Branch Office
620 Oregon Bank Building
Portland 4, Oregon

Loil Hamstreet
105 S. W. Monroe
Sheridan, Oregon

C.H. Maison
Attn: John Herr

FORM E-123X 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

6126

February 1, 1965

Marsh, Marsh, Dashney & Cushing
Attorneys at Law
525 East Fourth Street
McMinnville, Oregon 97128

Re: State of Oregon vs.
Harley Stowell, et ux.
L-4044 R-30319
Salmon River Junction-East
McMinnville Junction Section
Three Mile Lane Highway

Attention: Mr. Willard L. Cushing

Gentlemen:

Reference is made to our recent correspondence relative to Mr. Stowell's claim, through your office, that the construction of the above named highway created uncompensated drainage problems on your client's remaining lands.

A recent field inspection by our engineers does not substantiate this claim. It will, however, remain under observation. Should subsequent inspection prove otherwise and a study of such facts, and the previous acquisition indicates uncompensated damages are due, we will open further negotiations with Mr. Stowell through your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg

CC - Mr. Lloyd Shaw
Mr. R. D. Asburry

NOTED
LLOYD P. SHAW

[illegible]
1 1965
OFFICE OF
[illegible]

RECEIVED
JAN 14 1965

FOR FILING

6106

Salem, Oregon
January 13, 1965

Mr. G. E. Rohde
Chief Counsel

State of Oregon vs.
Harley Stowell, et ux.
L-4044 R-30319
Salmon River Junction-East
McMinnville Junction Section
Three Mile Lane Highway

Acting upon the information furnished in your letter of December 14, R. D. Asburry, Division Engineer, contacted Willard Cushing in regard to alleged excessive drainage onto the lands held by his client, Harley Stowell.

Mr. Asburry's inspection of the drainage situation on the ground indicates that water carried in the roadside ditch abutting the Stowell property flows into an overflow channel and thence, beneath the highway away from the Stowell property. In his discussion with Mr. Cushing, Mr. Asburry was made to understand that the water from the ditch did not properly discharge away from the property but tended to keep certain areas thereof inundated well into the spring of the year which was a hindrance to agricultural use.

Our Resident Engineer Ross Harris has been instructed to take elevation on the ground to determine the flow at extremely low stages as soon as the water has sufficiently subsided. Unless there is a reversing flow depending on the stage of water elevation, it appears that the Stowell claim cannot be substantiated.

I have not made reply to the Cushing letter of December 10 which was addressed to you and assume that you will care for this phase of the contact. A copy of Mr. Asburry's communication is attached for your information.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
R. D. Asburry

FORM E-90 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1965

SUBJECT: Damage Claim - Harley Stowell
Case No. 23235
L-4044 R-30319
Salmon River Junction-East
McMinnville Junction Section
Three Mile Lane Highway

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Department

Pursuant to your instructions, I made a date with Mr. Cushing to discuss the subject matter on December 22, 1964. Due to the flood conditions, I had to cancel this appointment. Subsequently made and kept an appointment with him on January 8, 1965. Present at the meeting were Mr. Cushing, Resident Engineer Ross Harris and myself.

Mr. Stowell owns property adjacent to and on the southerly side of the recently constructed McMinnville Section of the Three Mile Lane Highway easterly of the Yamhill River. As the general drainage in this area is to the north, it was originally assumed that the complaint would be regarding the backing up of high water by the construction of our fills across this area. Mr. Cushing stated that this was not the case, the claim being that the water collecting in our roadbed ditch on the southerly side of the highway flowing from the east runs into the high water channel over which we have constructed a bridge, but instead of going to the north as the general drainage does it backs up onto his property keeping a certain portion of his lands inundated and wet so late in the spring that he does not have full value of this land as farm land. By keeping this area wet so late in the spring the period of time he can pasture this land over an entire year is greatly reduced; also, that his hay crops are greatly reduced.

A visual inspection of the site showed that considerable water did come down the said roadbed ditch and drop into the overflow channel. This inspection also showed that the water from the roadbed ditch after hitting the overflow channel went to the north under our structure and continued on along the general drainage pattern. Also, there was a slight current carrying some water from the south from Mr. Stowell's property across the right of way line onto our facility and under the structure.

Mr. Harris was instructed that as soon as the water was sufficiently low and the ground dried out where he can get on it, to take actual field data over this area to determine the flow of water. As soon as this investigation has been made, a further report will be made regarding this matter.

[illegible]
[illegible]

This is an identical claim to that made by C. C. Meisel and for which he received some compensation during the right of way negotiations in this area, the only difference being that Mr. Meisel's property is on the north side or downstream side of our facility whereas Mr. Stowell's property is on the south side or upstream side of our facility.

R D Asburry
R. D. Asburry
Division Engineer

RDA:AM
cc Ross M. Harris

RECEIVED
DEC 31 1964
FOR FILING
[illegible]
6136

December 30, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 28 on Contract No. 6136. The contract was with C. C. Meisel and was for grading, paving, three structures, and signing on the McMinnville Section of the Three Mile Lane Highway in Yamhill County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 30, 1964, and that you concur in this procedure at the Commission meeting on January 26.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan D. Merchant
L. H. Young
C. H. Maison
Ray Asburry

LPS:ajw bjs

RECEIVED
DEC 21 1964

FOR FILING

[illegible]

Salem, Oregon
December 17, 1964

Damage Claim - Harley Stowell
Case No. 23235
L-4044 R-30319
Salmon River Junction-East
McMinnville Junction Section
Three Mile Lane Highway

Mr. R. D. Asburry
Division Engineer

By letter of December 10, I transmitted to you Mr. Rohde's letter of December 8 and requested that you make pertinent investigation as suggested in his letter.

I now transmit to you Mr. Rohde's letter of December 14 and Willard L. Cushing's letter of December 10 bearing on the same subject. You will note that Mr. Cushing indicates permission will be granted to enter the premises and examine same. You will also note that Mr. Cushing has asked we contact him, rather than the owner. Will you please follow through as expeditiously as possible.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

cc Forrest Cooper
R. L. Porter
G. E. Rohde

MARSH, MARSH, DASHNEY & CUSHING
ATTORNEYS AT LAW
525 EAST FOURTH STREET
McMINNVILLE, OREGON 97128
TELEPHONE 472-5141
AREA CODE 503

EUGENE E. MARSH
FRANCIS E. MARSH
WM. H. DASHNEY
WILLARD L. CUSHING

RECEIVED
DEC 11 1964
[illegible] RIGHT OF WAY

December 10, 1964

Mr. G. E. Rohde
Chief Counsel
State Highway Department
State of Oregon
Salem, Oregon

Re: State of Oregon vs. Harley Stowell, et ux
Case No. 23235
L-4044 R-30319
Salmon River Junction -
East McMinnville Junction Sec.
Three Mile Lane Highway

Dear Mr. Rohde:

The damages incurred by Mr. Stowell result from the flooding of property outside the right of way acquired by the Highway Department in the above proceeding.

The damages are the same as those incurred by C. C. Meisel which resulted in a refiling of his case. This occurred after the construction of the highway and results from bringing additional drainage water onto the land with no provision for carrying it on to the South Yamhill River.

I am certain that your resident engineer is completely familiar with this situation and can give you a complete report. Therefore, I see no reason to contact the property owner at this time except through me, but you may have permission to go onto the premises and examine the same.

Very truly yours,

Marsh, Marsh, Dashney & Cushing

NOTED
LLOYD P. SHAW

Willard L. Cushing

Willard L. Cushing

WLC:bj

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1964

SUBJECT: State of Oregon vs.
Harley Stowell, et ux.
L-4044 R-30319
Salmon River Junction-
East McMinnville Junction Sec.
Three Mile Lane Highway

To: Mr. Lloyd Shaw
Assistant State Highway Engineer

BUILDING

I am forwarding a letter from Marsh, Marsh, Dashney & Cushing relative to damage to Mr. Harley Stowell's property by impounded drainage waters which he alleges are caused by highway construction. I am also forwarding a copy of my reply.

In the C. C. Meisel case, R-30318, L-4420, we had commenced a condemnation action for right of way only. The owner claimed that the highway caused a drainage problem on his property. At that time a new description was drawn encompassing a drainage easement. The case was tried and the owner obtained a judgment considerably above our offer. The Meisel property is directly across the highway from the Stowell property.

Notwithstanding the possibility of legal objections which might be raised to the claim for damages by Stowell at this time, I believe we should investigate the claim by Mr. Stowell of damage caused by water to determine whether the same is caused or aggrevated by the highway. Would you please have someone on the engineering staff do so. In so doing such person should call Mr. Cushing to obtain his consent to contacting his client for the purpose of collecting the facts -- not to negotiate as to compensation. We do not at this time admit that any compensation is due and await a report of the facts for such determination.

G E Rohde
G. E. ROHDE
Chief Counsel

GER:hg

Attachments

RECEIVED
DEC 9 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

NOTED
LLOYD P. SHAW

FORM E-123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 8, 1964

Marsh, Marsh, Dashney & Cushing
Attorneys at Law
525 East Fourth Street
McMinnville, Oregon 97128

Re: State of Oregon vs.
Harley Stowell, et ux.
L-4044 R-30319
Salmon River Junction-
East McMinnville Junction Sec.
Three Mile Lane Highway

Attention: Mr. Willard L. Cushing

Gentlemen:

Your letter of November 27, 1964, reference the above subject was referred to the undersigned for reply.

I note that the Stowell property was the subject of a condemnation action for the acquisition of the right of way. The issues formed in that proceeding covered the value of the property appropriated and the damages to the remainder resulting from such appropriation. A judgment as prayed for in the complaint was entered pursuant to stipulation.

There is therefore somewhat of a doubt in my mind as to just what is the nature of the damages for which compensation should now be made. I am, nevertheless, asking our staff to obtain the facts. I assume you will have no objection to our department personnel contacting your client to obtain the same.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg
CC - Mr. Lloyd Shaw
Mr. W. T. Wright
Mr. John Scott

MARSH, MARSH, DASHNEY & CUSHING
ATTORNEYS AT LAW
525 EAST FOURTH STREET
McMINNVILLE, OREGON 97128
TELEPHONE 472-5141
AREA CODE 503

EUGENE E. MARSH
FRANCIS E. MARSH
WM. H. DASHNEY
WILLARD L. CUSHING

RECEIVED
NOV 30 1964
[illegible] RIGHT OF WAY

November 27, 1964

State Highway Commission
Salem, Oregon

Attention: Right of Way Section

Re: State of Oregon vs. Harley Stowell, et ux
Case No. 23235
L-4044 R-30319
Salmon River Junction-
East McMinnville Junction Sec.
Three Mile Lane Highway

Gentlemen:

The State of Oregon acquired title to certain property in the above action by stipulated judgment on the 7th day of May, 1963.

The construction of that highway has however created other problems particularly with reference to the impounding of drainage water on the owner's remaining land. This situation is similar to that which developed on the property of C. C. Meisel on the north side of the new highway.

- R 30318

We would appreciate your having a representative of the Department contact the undersigned relative to the payment of compensation for the damages which have been incurred by the owner.

Very truly yours,

Marsh, Marsh, Dashney & Cushing

Willard L. Cushing

WLC:bi

[illegible]
NOV 30 1964
FOR FILING

S-469(2)

6136

November 30, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the McMinnville Section of the Three Mile Lane Highway, Contract No. 6136, Project No. S-469(2) in Yamhill County, was completed November 5, 1964.

This work was authorized by Order for State Work No. 1 dated July 11, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

TDP:jb

cc: R. H. Chase

RECEIVED
NOV 24 1964
FOR FILING

November 24, 1964

Mr. C. C. Meisel
P. O. Box 286
McMinnville
Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 24, 1964, considered your request for 32 additional workdays to complete contract 5136 for grading-paving-3 structures-signing the McMinnville Section of the Three Mile Lane Secondary Highway in Yamhill County.

After considering the recommendation of the Engineer and other available information, the Commission granted you 12 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: R. D. Asbury
Ross Harris
Frank Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
NOV 18 1964
FOR FILING

[illegible]

6136

November 17, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 6
November 24, 1964 Meeting

Gentlemen:

C. C. Meisel, contractor on the McMinnville Section of the Three Mile Lane Highway, Contract No. 6136, has asked for 32 additional days in which to complete the contract without assessment of liquidated damages. The contract specified 170 workdays and the project was completed in 182 workdays.

We find that the contractor was inconvenienced and delayed for 12 days between June 22 and July 13 due to the construction of the Booth Bend overcrossing, under separate contract. Falsework for this structure blocked the roadbed and slowed down the progress of Mr. Meisel.

I recommend that the contractor be granted a 12-day increase, which was the amount actually used and which will prevent liquidated damages from accruing.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

RLP:ms bbc

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1964

SUBJECT: Extension of Time
McMinnville Section
Three Mile Lane Highway
Contract No. 6136

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

Attached is a request from C. C. Meisel, contractor on the subject project, for an increase of 32 workdays to complete the project without the assessment of liquidated damages.

The contractor cites as reasons for this request extremely wet cuts which slowed his embankment construction due to inability to attain the required compaction, and the non-completion of the Booth Bend structure by another contractor which denied him the use of the roadway under the structure for haul purposes due to the presence of falsework.

With the exception of the cut under the Booth Bend structure, the contractor was able to process the wet excavation materials to obtain the required compaction. However, he was not able to process the material in the above-mentioned cut along with the other excavations due to the falsework under the Booth Bend structure. This inability to work this cut in conjunction with other excavations undoubtedly slowed his grading operations. The material in all the cuts was wet and in order to get the proper compaction, the materials had to be mixed and aerated. By the time the contractor was able to work this cut, the others were complete or nearly so and he was forced to slow his operations in order to dry the material in the limited area available for its placement. For this reason, an extension of 5 days is reasonable.

The contractor was charged 12 workdays between June 22 and July 13, 1964. The falsework under the Booth Bend structure was removed July 13, 1964. During this time he could not utilize the roadbed for hauling purposes.

The project was completed October 28, 1964, at which time 182 workdays had been charged. This amounts to a 12-day overrun in time or a $3,000 penalty.

We recommend that a 17-day extension be granted for the reasons cited above which will eliminate all penalty days.

NOTED
LLOYD P. SHAW

This is a Secondary project and Bureau of Public Roads' concurrence is not required.

A rough draft of a letter to the Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:fp
Attach.
cc L. H. Young
R. D. Asburry

RECEIVED
NOV 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#6

Oregon State Highway Commission
Salem, Oregon

Date September 18, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 170 days to 202 days, within which to complete our Contract No. 6136, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The extremely wet conditions of the cut sections and materials and the small areas of deposit along with poor drying conditions and the difficulty of getting required Compaction made it impossible to achieve 60% of the daily productiveness ordinarily possible during the period from May 18th to August 7, 1964. Also from April 1964 until July 20th the false work of an overhead bridge structure at the center of the job, namely "The Booth Bend Overpass" being built under separate contract and situated between the cart area and fill area prevented 60% of the daily productiveness and proper prosecution of the grading work.

Respectfully submitted,

C. C. Meisel Co.
Contractor

By C C Meisel

APPROVED BY HIGHWAY COMMISSION
DATE 12-15-64 for 12 added work days which Completes the Contract
Floyd Query
Secretary

CONSENT OF SURETY

Date September 22, 1964

We, Reliance Insurance Company, successor by merger to Standard Accident Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J Laird
Attorney-in-fact J. S. Laird

(SEAL)

J Laird
Resident Agent J. S. Laird

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6136 Contractor C.C. Meisel

Highway Three Mile Lane

Section McMinnville

Kind of Work Grading, Paving and 3 Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Recommend an extension of 17 days, as on like number of days contractor was held up on his contract by subsequent contract in same area.

Recommended for Approval:

R. D.
Division Engineer

asst
Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No. 6136

Project designation State
State-Federal

Date awarded June 29, 1962

Work started July 9, 1962

Per cent completed 100 as/ of 10-28-64 ~~9-25-64~~
Date

No. of Workdays Allowed 170

No. of Workdays Used ~~180~~ 182

No. of Added Workdays Requested ~~12~~ 17

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:
WEEK ENDING: October 30, 1964
SECTION: McMinnville
SECTION PREFIX: 136-1053
HIGHWAY: Three Mile Lane
COUNTY: Yamhill
NAME OF JOB: McMinnville By-pass
KIND OF WORK: Grading, Paving and 3 Structures
CONTRACTOR: C.C. Meisel
CONTRACT NUMBER: 6136
FEDERAL AID PROJECT NUMBER: S-469(2)
DATE OF CONTRACT: June 29, 1962
DATE WORK STARTED: July 9, 1962
ESTIMATED COMPLETION DATE: October 28, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 2
SPECIFIED WORK DAYS: 170
WORK DAYS USED: 182
PERCENT OF TIME ELAPSED: 107
PROJECT AUTHORIZATION: $1,059,800.43
ENGINEERING AUTHORIZATION: $75,363.58
EXCLUSIVE OF ENGINEERING: $984,436.85
ENGINEERING COST TO DATE: $99,000.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $984,436.85
PERCENT OF AUTHORIZATION: + 31 %
ESTIMATED PERCENT: OVERRUN UNDERRUN + 2 %
DATE PROJECT WAS COMPLETED: October 28, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	~~[illegible]~~/OR PAVE.	Signing ~~[illegible]~~.	Oil Mat.
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.6	2.6		0.4	2.6
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.6	2.6		0.4	2.6
TOTAL ESTIMATED QUANTITIES (CONTRACT)	352,800	153,400		165	19,600
TOTAL QUANTITIES CORRECTED TO DATE	383,000	142,400		209	19,206
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	383,000	142,400		209	19,206
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 2 - Pickups

	WEATHER	HOURS DELAY	Workdays Charged	CAUSE OF DELAY
SUNDAY				NOTED
MONDAY	Clear		Yes	JOHN R. OAKES
TUESDAY	Rain		Yes	
WEDNESDAY	Rain		Yes	Project completed
THURSDAY	Rain			WE
FRIDAY	Rain			
SATURDAY				5

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Prime contractor working on general clean up. Signing contractor installing directional signs, electricians working on butter fly signs.
TUESDAY	Prime contractor working on rattle bars. Electricians working on butter fly signs.
WEDNESDAY	Prime contractor working on general clean up. Guard rail contractor painting rail. Electricians working on butter fly signs.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project opened to traffic at 10 AM Tuesday, October 27, 1964.

All of the signing was completed as of Tuesday of this week.

Electricians had lights burning on the signs for the East McMinnville Interchange and the West McMinnville Interchange Tuesday of this week, as of Wednesday night all electric signs were illuminated throughout the project, all signs legible, even though some difficulty with the balances on signs are being experienced.

Final clean up and painting of the guard rail was completed Wednesday afternoon.

Final inspection of the project has yet to be made by the Division Engineer and the B.P.R. Engineer.

SIGNED [illegible] M. Harris

ADDRESS P.O. Box 411 McMinnville, Oregon 97128

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
OCT 26 1964

FORM E-30 90M 12-63 54876

FOR FILING

6136

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1964

SUBJECT: Three Mile Lane Highway
Yamhill County

To: MEMO TO THE FILE

Opening of the Three Mile Lane Highway to traffic is anticipated Tuesday, October 27, at 11:00 a. m. No ceremony of any type is planned.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

RECEIVED
JUL 23 1964

FOR FILING

6136

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1964

SUBJECT: McMinnville Section
Three Mile Lane
Contract No. 6136

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Reply is made to your letter of July 3, 1964, regarding progress and matter of workday charges on subject project. Attached is a copy of a tabulation from Division Engineer Asburry which may or may not clarify the matter of workday charges.

There seems to be a misunderstanding between Mr. Meisel and Mr. Asburry regarding an agreement to discontinue workday charges on this project due to conflict with bridge construction work on a separate bridge contract which would interfere with grading work in the bridge area.

Mr. Asburry states that the agreement was for the grading contractor to make this area available to the bridge contractor prior to completion of grading work in order to expedite completion of the bridge structure. Apparent completion of project and opening to traffic would be delayed until sometime in 1965 if some such agreement was not made. A shutdown order would be issued to the grading contractor for the remainder of the fall months of 1963. This was done.

In the spring of 1964, when weather conditions justified, workday charges were again charged even though the bridge structure was not complete and the grading contractor did not have access nor control of that area. Mr. Asburry has explained to Mr. Meisel that under regulations pertaining to workday charges and due to the fact that other areas and types of work were available in sufficient amount to justify workday charge, such charges were made.

This was done to keep pressure on the contractor to proceed with the other items of work under this contract and to anticipate completion of the contract by fall of 1964.

Mr. Asburry has also advised Mr. Meisel that conflict in work areas at the bridge site would warrant some additional allocation of workdays to the contractor upon completion of the project and upon written request through channels for same. I believe this procedure to be the only effective method of keeping pressure on the contractor which would even promise completion in 1964.

Discussion of progress of this work with Mr. Asburry indicates that the area in question has been made available to the grading contractor. Bridge has been opened to cross traffic and false work in grading contractor's work area has been removed.

This project will be completed this fall. Grading work is practically complete and surfacing materials are being placed.

F. D. Morgan
Construction Engineer

FDM:bjm

cc: R. D. Asburry

RECEIVED
JUL 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
RECEIVED
JUL 15 1964
☐ ☐ ☐ ☐ ☐
CE ACE ACE CCE

Salem, Oregon
July 13, 1964

SUBJECT:
McMinnville Section
Three Mile Lane Highway
Contract 6136

To:

Mr. F. D. Morgan
Construction Engineer
Department

In compliance with your recent request, the following is a report regarding the charging of workdays on the subject project.

The contract was awarded June 29, 1962, with limitations of 170 workdays in which to complete it. The workdays officially started July 20, 1962. The following is a tabulation of the days as charged from July 20, 1962, to June 30, 1964:

Month	Days Charged
1962	
July	8
August	18
September	14
October	1
November	0
1963	
June	14
July	13
August	20
September	7
October	0
1964	
May	9
June	9
	113

In checking over the records, I find that from July 20, 1962, to September 30, 1963, and from May, 1964, to June 30, 1964, when days were not charged, it was due to rain or the result of rain. The natural moisture contained in the material in this area is so high that it takes very little additional rainfall to make it unworkable. The only time that grading of this magnitude can be done in this area is between the ending of the spring rains and the beginning of the fall rains. Even in this period a small amount of rainfall makes the material unworkable.

The contractor on the subject project has protested the charging of workdays which have been charged in 1964. The prime reason for the protest, which has some justification, is the construction of the structure on the Booth Bend Road, which carries the Booth Bend Road over the subject project. The grading plans show that the grading on the main facility in this area at the bridge site will have to be performed and the fills on Booth Bend Road constructed under this contract with a detour carrying traffic around the bridge area. The detour would have to remain in place until the structure was completed and traffic routed over it. The grading specifications point out that additional contracts are to be let for the construction of bridges—this one included—and specifically points out that the grading contractor shall build the fills for said bridges as soon as possible, but it does not mention anything about the excavation at these areas.

Subsequently the contract was let for the bridge construction. The bridge specifications stipulate that the bridge contractor can not start work on the Booth Bend structure until the grading is performed below it. The grading contractor constructed the fills on the Booth Bend Road early in accordance with the specifications but did not expedite the excavation in this area. Late in the construction season of 1963, it was becoming apparent that the excavation would not be performed in this area until the construction season of 1964. Then, according to the bridge specifications, they could not start work on the bridge until somewhere near the end of the construction season of 1964. Consequently the bridge would not be completed in time for removing the detour in 1964, extending this project into 1965, and a meeting was held on the ground.

Present at this meeting were Mr. C. C. Meisel, prime contractor for the grading contract; Mr. Jim Presley, grading subcontractor; Mr. Cecil Vereis, foreman representing Mr. Workman, bridge contractor; L. R. Allen and Warren Mueller of the Bridge Department; and Ross Harris and myself representing the Construction Department. All present agreed that if things went on in the same manner that the project would continue into 1965. To expedite the work, it was agreed that the grading contractor would turn this area over to the bridge contractor before completion of the grading work, the bridge contractor could start work immediately, the bridge would be constructed during the winter of 1963-64, then when weather was such that the grading contractor could start working in 1964, he could complete his work in this area.

It was also agreed at this meeting that if the grading contractor would release this area (it being the only area of major grading work), a shutdown order would be in effect for the remainder of the fall and no workdays be charged the remainder of that construction season.

Unfortunately, the bridge contractor did not get the bridge completed during the winter months and has not made this area available to the grading contractor. Workdays were charged this season in accordance with the weather, as certain work should be performed on the contract even though the bridge was in the way of the grading in this area. There was no specified reason for non-charging of days but as the bridge contractor was in the way of the grading contractor, there is just cause for extension of workday count should they be needed. This has been explained to the grading contractor.

In the meantime, the grading contractor has acquired a haul road around the Booth Bend structure, part of it across private property, and has fairly well completed all of the excavation easterly of the Booth Bend Road. The acquiring of the haul road across private property no doubt cost the contractor something. Also, it increased the haul length somewhat.

Just received word that on this date traffic was routed over the Booth Bend structure, making it possible for the grading contractor to start removing the detour section; also that the bridge contractor had completed the removal of the falsework from under the main span of the structure. This should leave this area open for the grading contractor.

This contract has been completed to the state where I am quite certain that it will be completed this season barring any unusual delays.

R. D. Asbury

R. D. Asburry
Division Engineer

RDA:AM

Salem, Oregon
July 3, 1964

McMinnville Section
Three Mile Lane
Secondary Highway
Yamhill County
Contract No. 6136

Mr. F. D. Morgan
Construction Engineer

The attached copy of C. C. Meisel Co.'s July 1 letter regarding workdays should be carefully examined and evaluated.

The workday arrangements on this project have been badly mismanaged in some manner. The project was placed under contract June 29, 1962 and carried 170 specified workdays. The latest weekly report I have seen is for the week ending June 19, 1964, which indicates a total charge of 106 days. From the date of award to June 19, 1964, there were 17½ months during which workdays could have been charged, weather and strikes permitting. This averages out to a little more than six days charged per month.

Computing ahead from the June 19 date of the last weekly report, 64 workdays remained as of that date. This, prorated at the overall average of 6.05 days charged per month, would extend the project ten months or until approximately June 15, 1965, nearly three years from date of award. This is an absurd piece of arithmetic but no more absurd than the handling of charges through the first two years of this contract's life.

Mr. Meisel's letter indicates that not weather, but another contractor's operations, is the reason for protest of current charges of workdays. If his claim that he was promised relief from workday charges until the Booth-Bend structure was complete is correct, then a stop order should have been issued by the engineer when work was no longer possible. This does nothing to promote completion of the job but if a promise was made, it should be kept.

I am asking that you undertake to bring some reason to the remaining life of this project. Undertake this yourself, in person.

Another project in Division II has a distinctly unhealthy appearance as regards workday charges. This is the Bower Slough project, Contract No. 6271, Benton County. All through one of the driest spring seasons on record, this project was allowed to remain dormant with an explanation that the grade was wet. This may be factual or an evidence of poor thinking. I suggest that you satisfy yourself as to which applies.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

FORM E-30X—60M—12-63 64677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 23, 1964

SUBJECT: Threemile Lane
McMinnville
Contract No. 6136

To: Mr. R. D. Asburry
Division Engineer

BUILDING

Early last week we discussed the contractor's complaint on the charging of workdays on the subject project. This complaint was set forth in letter of June 5 from the contractor to Mr. Cooper.

In the discussion we agreed the contractor might not be fully aware of the ground rules governing the charge of a workday, and further, that he might not be fully aware of his rights to make official objection to any charge. You were to enlighten him on both counts and advise.

It is noted the contractor has made protest for workdays charged from May 18 to June 5, citing inability to perform 60% productiveness "under favorable and unobstructed conditions". The "unobstructed conditions" refers to construction of the Booth Bend Overpass structure, let after award of Meisel's Contract 6136.

We believe the charges have been correctly made and are approving them as such. However, we concur in your thinking the obstruction caused by the construction of the Booth Bend structure should be considered as a valid reason for an extension of time should this become necessary.

All of the above points out the extreme and careful attention needed to fully document charges, or non-charges. This becomes increasingly important when a job, as this one, is entering a third construction season with a substantial amount of work remaining.

A report on the outcome of your conference with the contractor on the above subject would be appreciated.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: L. P. Shaw
R. M. Harris

Salem, Oregon
June 9, 1964

Threemile Lane
Grade, Pave, Structures
Contract No. 6136
Yamhill County

Mr. F. D. Morgan
Construction Engineer
Building

Attention: G. L. Decker

C. C. Meisel Co., contractor on the subject project, by letter of June 5, is complaining of workday charges. Also included with Meisel's letter is an agreement dated October 2, 1963, which supports some of the statements made in the June 5 letter.

Will you please evaluate Mr. Meisel's statements. Regardless of the conclusions you reach, be sure our people are fully aware of the value of documentation of the reasons for workday charges, or the lack thereof, and in regard to possible reasons for extensions of time due to other than inclement weather.

From the tone of Mr. Meisel's letter, I doubt that he is fully aware of his rights in regard to official objection to the workday charges levied. If this is the case, he should be advised as to his rights by our Resident Engineer.

Please have this matter evaluated at the earliest possible date.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

HIGHWAY
CONSTRUCTION

CRUSHED
QUARRY ROCK

C. C. MEISEL CO.
BOX 206
McMINNVILLE, OREGON
TELEPHONE ~~1771~~ 472-6312

June 5, 1964

Mr. Forest Cooper
Oregon State Highway Engineer
Salem, Oregon

Dear Mr. Cooper:

I am the Prime Contractor on the McMinnville Section of the Three Mile Lane Highway Contract #6136. This contract was awarded to me on June 29, 1962. The three bridges included in the contract are completed, a major part of the grading is completed and fifty percent of the base rock has been placed.

However, due to a very wet condition in the cut sections, there has been considerable difficulty and delay in the grading because of compaction requirements in the fills. It has been necessary to work the cuts in light layers or lifts as the materials dry on the surface, and because of this condition the equipment has had to move from one cut to the other almost daily or every few days in order to get workable materials.

In early 1963, the State Highway Department awarded a job to Workman Construction Co. for four overpass structures, one at the East end of the Three Mile Lane job, one at the Booth-Bend county road crossing, one over the Southern Pacific Railroad and one at the West end of the Three Mile Lane job. However, the bridge contractor, Mr. Workman, was not given permission to start the Booth Bend overpass because the major part of the grading yet to be done on the Three Mile Lane job lay in an area between the Booth Bend road crossing and the Yamhill River to the East and it is necessary to bring all the materials from said area across the Booth Bend road and deposit same in the fill adjacent to the Southern Pacific Railroad to the West of the Booth Bend crossing.

On October 2, 1963, Mr. Asbury, Division Engineer, arranged a meeting between the bridge contractor, my grading contractor and myself along with several Highway officials involved in the work on this job.

It was Mr. Asbury's request to let the Bridge Contractor start the bridge at the Booth Bend location as soon as possible, and at his request an agreement was worked out between the contracting parties involved, a copy of which I am enclosing.

One of the stipulations of the agreement was that the State Highway Department stop counting work-days because when the bridge was started it would not be possible to bring excavated materials from the cut then containing the bulk of the material yet to be moved. Counting of work days therefore was stopped, and there were seventy-five remaining work days to complete the Three Mile Lane job.

The seventy-five days would give us ample time to complete the work in 1964, providing we are able to execute the remaining grading work in a diligent manner, taking advantage of all possible drying weather.

During the first part of May of this year, the weather was dry and looked very favorable and Mr. Harris, Resident Engineer, informed my grading contractor that the grading materials were workable and he would have to start counting work days against the job.

The grading equipment was moved back onto the job and work was begun at the 99W Highway underpass. However, due to the extremely wet and muddy conditions only a small amount of this material can be put in the fill and then it is allowed to dry in order to get required compaction. We are now taking this material out with a dragline because the Cats and Pulls are unable to work in the cut section. This is the only area where we can now work because the bridge at the Booth-Bend crossing which we allowed the Bridge Contractor to start at Mr. Asbury's request, has not been finished, the falsework completely blocks off the material to the East and therefore much of our equipment is sitting idle.

Mr. Harris resumed counting workdays against the job on May 18th and at a meeting in Mr. Asbury's office on May 28, Mr. Asbury informed me that work day counting would continue whenever the weather was satisfactory for work and that I should have anticipated these difficulties when I bid the job.

Due to the construction of the Booth-Bend overpass, we have not been able to perform work with daily productiveness equal to 60% of the daily production possible.

The bridge contractor informs me that his falsework will not be taken out from beneath the Booth-Bend bridge until June 25th to July 1st.

It will be very difficult and almost impossible to complete this job in the time remaining if the work days now being counted are allowed to stand. I ask that you give consideration, and look into what I consider unfair counting of workdays against the McMinnville Section of the Three Mile Lane Highway job.

Very truly yours

CC Meisel

C. C. Meisel

C. C. MEISEL CO.

CCM/ah

HIGHWAY
CONSTRUCTION

CRUSHED
QUARRY ROCK

October 2, 1963

C. C. MEISEL CO.
BOX 206
McMINNVILLE, OREGON
TELEPHONE [redacted] 472-6312

COPY

Mr. Harold Workman
Canby, Oregon

Dear Sir:

AGREEMENT

On Monday afternoon, September 30, 1963, a meeting was called by representatives of the State Highway Department. The meeting took place in the office of the Resident Bridge Engineer, Mr. Mueller, at McMinnville, Oregon

Present at the meeting besides Mr. Mueller, was Mr. Asbury, division Engineer, L. R. Allen, Bridge Construction Engineer, Mr. Ross Harris, Resident Engineer, Mr. Jim Presley, grading subcontractor on the Three Mile Lane job, Mr. Cecil Voreis, foreman representing Mr. Workman, and myself.

The purpose of the meeting was to discuss possible ways or conditions by which the bridge contractor, Mr. Workman, might be given permission to start his bridge overpass construction on the Three Mile Lane Highway, McMinnville Section, namely the Booth Bend overpass and the Southern Pacific Railroad overpass.

After some discussion in the office and later an observation of the bridge site, an agreement was reached between the representatives of Frank Lyons Co., Workman Construction Co., and C. C. Meisel, whereby Mr. Workman can immediately start his bridge at Booth Bend by excavating and putting in footings and piers at all points of support except that one footing which lies in the present haul road of the grader, Frank Lyons & Co. The above said haul road to be unmolested until such time as, due to rainy weather, there is no possibility or further grading or work in the cut adjacent to the haul road this fall. The haul road to be kept open, free from equipment or obstructions at all times until grading is terminated.

Mr. Workman agrees that for the concession of being permitted to place his bridge footings and piers on the present excavated roadway at Booth Bend, that after the completion of the bridge and within the area occupied and used for the construction of the overpass, he will work the slopes and finish the roadway to the typical section as shown on the plans and to the satisfaction of the Engineer that the area will be ready for rock surfacing. Mr. Workman further agrees not to start his bridge footings on the East fill at the Southern Pacific Railroad, until such time that no further fill materials can be placed at that

HIGHWAY
CONSTRUCTION

CRUSHED
QUARRY ROCK

(agreement-page 2)

C. C. MEISEL CO.
BOX 206
McMINNVILLE, OREGON
TELEPHONE [redacted] 472-6312

point this fall. In accordance with this agreement, noting that construction of the Booth Bend overpass and the early completion of the Three Mile Lane job is of prime importance to the State Highway Department and all contractors concerned, Mr. Asbury, Division Engineer, and sanctioned by Mr. Harris, approved the suggestion that there be no more work days charged to the Three Mile Lane job this fall and further, it was agreed by Mr. Asbury that Mr. Harris should exert every effort to find a location of better borrow materials to take the place of the presently staked borrow in the cut to the West of the Yamhill River bridge. Possible location of such new borrow areas to be West of the presently completed underpass at 99W. No additional payment to be made for such borrow other than the contract bid price. Extra haul on such borrow to be paid for at the contract bid price.

Very truly yours

C. C. MEISEL CO.

C. C. Meisel

Agreed to by:

/S/ Harold Workman
Workman Construction Co.

/S/ Harold O. Eder
Frank Lyons & Co.

RECEIVED
JUN - 8 1964
STATE HIGHWAY COMMISSION

RECEIVED
HIGHWAY CONSTRUCTION
JUL [illegible] 1964
FOR FILING

CRUSHED
QUARRY ROCK

C. C. MEISEL CO.
BOX 206
McMINNVILLE, OREGON
TELEPHONE 472-6312

NOTED
R. L. PORTER

July 1, 1964

Mr. Ross Harris, Resident Engineer
Oregon State Highway Department
99W
McMinnville, Oregon

Re: Oregon State Highway Contract #6136

Dear Mr. Harris:

Porter

I am again protesting the counting of workdays against the McMinnville section of the Three Mile Lane Highway construction project, for the week of June 22nd to June 26th inclusive, a period of five workdays. The bridge being built for the Booth Bend county road traffic is still completely blocking off the cut section yet to be excavated, from the fill area where the excavated materials are to be deposited.

I further protest the breaking of a verbal agreement between myself and the Oregon State Highway Department through its representative Mr. Ray Asbury, division Engineer. This verbal agreement made on September 30, 1963, was in effect a stopping of workday charges if I would allow the bridge contractor to start construction of the Booth-Bend structure, which I consented to do. However, this spring the charging of workdays was resumed, and is being continued, although the bridge false work completely blocks the way for hauling from the cut section. If the counting of workdays could be stopped last fall when we were still able to operate on grading, I fail to understand why the counting resumes now, as I did not receive a written shut-down order at anytime.

On June 23, 1964, through my grading sub-contractor, we obtained right of way through private property and built a haul road in order to bypass the Booth-Bend structure in an attempt to continue the grading. This was forced upon us due to the counting of workdays and the short grading season in this area, and because we are as interested as the State Highway Department in seeing the completion of the job in 1964. We began hauling over private property on June 24th and we are continuing to do so at this time. This has increased the haul distance and has been an added expense to the contractor.

Mr. Asbury, who was in my office on June 26th to inform me of my right to ask for an extension of time, implied that the bridge in question had to be built before the grading could be completed. I contend that a slight change in the present detour road could have been made to put traffic on practically a level grade over the entire detour distance, the grading could have been completely finished before the bridge was started, and made a cheaper operation for both contractors.

I also wish to point out that whether or not an extension of time is granted, a delay of work in good weather and the attempt to finish the work in bad weather makes a considerable difference in the contractor's costs. I propose that compensation for added expense forced upon the contractor through no fault of his operation should be considered.

Very truly yours,

C. C. MEISEL CO.

C. C. Meisel

CCM/mfm

cc: Mr. Forrest Cooper ✓
State Highway Engineer

Mr. Lloyd P. Shaw
Assistant State Highway Engineer

Mr. R. D. Asburry
Division Engineer

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OFFICE OF
[illegible] ENGINEER

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MAR 19 1964

FOR FILING

6136

March 18, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 274, covering the revision of construction identification signs on the McMinnville Section of the Three Mile Lane Highway in Yamhill County, Contract No. 6136 in connection with Federal-Aid Project No. S-469(2).

This revision is required to conform to standards set up by the Bureau of Public Roads IM-20-1-64, dated January 9, 1964.

The contractor is not equipped to do this work. The State has the special crews to do it most economically. The amount is too small to be done by separate contract.

The total estimated amount of this order is $75 with Federal participation of $45.

Your approval of the order under PPM-21-6.3, with reimbursement to be on actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

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FOR FILING

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6136

Salem, Oregon
December 5, 1963

Agenda Item 1e-5

File No. 34257 - Wilcox
McMinnville Section
Three Mile Lane Highway
Yamhill County

Mr. L.I. Lindas
Chief Counsel
Office

Attention: Mr. Walter T. Wright
Right of Way Engineer

Attached for further handling are two fully executed copies of an Indenture of Access to the J. L. Wilcox property on the McMinnville Section of the Three Mile Lane Highway in Yamhill County.

A conformed copy of the above Indenture has been retained in this office.

Secretary

rn
Attach: 2

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FOR FILING

136-1053

FORM E-30 50M 2-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1963

SUBJECT: Lawson Lane Intersection
McMinnville Section
Three Mile Lane Highway
Contract No. 6136

To:
Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Department

An inspection was made on November 22 of the intersection of Lawson Lane with the "O" line of the East McMinnville Interchange on the subject section, with particular interest in the available sight distance.

The line of sight at this time is badly obstructed by the growth of large weeds. To our best determination, when the weeds are removed there should be between 600 and 700 feet of sight distance to the west when entering the "O" line from Lawson Lane. "O" line to the west of this intersection is one-way eastbound. It is believed the traffic using the "O" line and going on past Lawson Lane will be very light. In view of this we believe the sight distance now available when the project is completed and "policed up" is adequate. If it is not we can always lay the cut slope back just westerly of Lawson Lane and increase the sight distance. If the cut slope is laid back, it should be done at a future date anyway, as by doing it now we would contaminate the base rock which has been placed in this area.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM
cc Mr. F. D. Morgan
Mr. H. S. Cox
Mr. R. M. Harris

NOTED
LLOYD P. SHAW

MEMO TO FILES
November 14, 1963

At the direction of Mr. Shaw, I met with Judge Renne and Commissioner Shumway of Yamhill County (Commissioner Teegarden has had a heart attack recently) regarding the Lawson Lane area of McMinnville Section, Three Mile Lane Highway, Yamhill County.

The intent of the Court was to send the November 8 letter to the Highway Commission shortly after the meeting of July 16. The time lapse is strictly due to error on the Court's secretary's part. The Court does wish to stress the fact that in its opinion the "N" line should be 2-laned now instead of at some future date. They were thinking that possibly the bridge could be widened at this time much cheaper than at some future date. I told them that I was under the impression that State had promised to 2-lane this ramp at some future date if trouble developed on the present scheme, and that if this be the case, State would fulfill its promise.

There were several impressions that I got that might be of interest:

(1) Where Lawson Lane enters "O" line, the cut on the westerly side obstructs vision. This could easily be skinned down and possibly save future criticism.

(2) Storage between "N" line and "L^c" line at station 691 will not exceed two private cars or one large truck.

(3) Area southerly of this interchange complex is expected to get a large residential increase soon. It might possibly be cheaper to construct to satisfaction of the Court at present time rather than gamble with the time element.

H. S. Cox
County and City Engineer

HSC:mm

cc: Lloyd Shaw

NOTED
LLOYD P. SHAW

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NOV 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 17 1963

FOR FILING

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6136

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Sept. 16, 1963

SUBJECT:
Cox Creek Bridge Widening
Contract No. 6136

To:

Mr. Douglas B. Parkes
Office Engineering
DEPARTMENT

Contractor started work on this contract on Sept. 11, 1963.

Ivan D. Merchant
Bridge Engineer

CAG:al

CC: Floyd A. Query

NOTED
FLOYD QUERY

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AUG 22 1963

FOR FILING

6-36

477 Cottage Street, N. E.
Salem, Oregon 97301

August 20, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dee
Eng. Coordinator

T. Dee
Assistant Division Engineer
Salem, Oregon

Oregon Projects S-469(1) and S-469(2), McMinnville Section
File No. 34257 (L4030) - Wilcox

Mr. Moehring's August 15, 1963 letter submitted information concerning a change in the location of an access point on the subject projects.

This action is similar to your request of June 21, 1963 in connection with File No. 33570 - Voth, on Projects S-475(1) and S-475(2), Polk Station - Dallas Section. The change was made during construction on a Secondary Road Plan project. Our July 2, 1963 memorandum advised you that such changes may be handled by your department in the future without referring them to this office. Your revised Secondary Road Plan which was submitted with Mr. Shaw's August 16, 1963 letter covers this matter as follows:

> "Change in access control features, relinquishment and disposition of right of way will be supervised by the State prior to acceptance of the project by the BPR."

Your above policy statement indicates that you do not have to obtain our approval of such changes actually accomplished during construction even if the processing of the necessary legal documents is delayed until after we accept the project. At the present time only those changes on Secondary Road Plan projects which are initiated after the project is completed should be submitted to this office in a manner similar to all other Federal-aid projects.

NOTED
LLOYD P. SHAW

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OFFICE OF
STATE HIGHWAY ENGINEER

Originals to Wright
8-21-63

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AUG 1 9 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6126

August 15, 1963

File No. 34257 (L4030) - Wilcox
Salmon River Junction-East
McMinnville Section
Three Mile Lane Highway
Yamhill County

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

During the course of construction of the McMinnville Section, an adjacent owner has requested that his point of access be moved 30 feet. Construction of the owner's access is the State's obligation and will be accomplished as a part of the construction contract. This matter has been discussed with the area engineer and he has no objection to the proposed change.

The construction project number and name of this Section is S-469(2), McMinnville Section, Three Mile Lane Highway, Yamhill County. This project is presently under construction.

The right of way on this project was acquired under project number and name: S-469(1) McMinnville Section, Three Mile Lane Highway - Yamhill County. The right of way project is in an open status.

Attached are copies of the Indenture Instrument outlining the change to be made.

Attached also is Sheet No. 7 of the construction plans; whereon is shown in red color, the new location of the access point involved. No use restriction was imposed on this point of access.

Since this matter has been approved by the area engineer, I will assume that we may go ahead and process the indenture. Please confirm this matter.

Very truly yours,

L. I. LINDAS
Chief Counsel

NOTED
LLOYD SHAW

By

D. H. Moehring
Assistant Right of Way Engineer

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AUG 1 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

DHM:SM
cc: Lloyd Shaw
L. H. Young
L. I. Lindas
Attachments

RECEIVED
JUL 26 1963

FOR FILING

July 25, 1963

Mr. Richard Miller
Route 1, Box 165
McMinnville, Oregon 97128

Dear Mr. Miller:

Your letter of July 1 and accompanying petition regarding width of the overcrossing structure to be constructed at East McMinnville Interchange on Three Mile Lane, has been referred to this office by Mr. Asburry, Division Engineer.

The traffic pattern which will result from the one-way structure to which you object was the product of much study by both State and Federal designers. As is usually the case where an old section of arterial roadway must be served, minor conflicts remain although the major ones are either removed or greatly reduced. Frequently, as is true in this case, to completely remove all points of possible conflict would require an extensive system of grade separations and frontage roads which would in large measure destroy the areas they were intended to serve.

The traffic movement from Lawson Lane will be similar to that in several intersectional areas in which the traffic volumes exceed those forecast in your locality. The operational record of these is as good as, and in some cases better than, similar intersections on the same street outside of the interchange area.

The operation of the East McMinnville Interchange will be very carefully watched and if it is apparent that remedial treatment is required, it will be promptly undertaken.

I wish to thank you for your very nice letter and the thought and study it represents. You may be assured that Mr. Asburry will take a personal interest in your problems and will be in contact with you following the opening of the new facility.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. D. Asburry
H. S. Cox

LPS:ajw

Rt. 1, Box 105
McMinnville, Ore. 97128
July 1, 1963

Mr. R.D. Asburry
Division Engineer
State Highway Building
Salem, Ore.

Dear Mr. Asburry:

This letter is relative to the highway construction at the east end of the McMinnville by-pass where the interchange joins the Three Mile Lane. The residents of Lawson Lane have been under the impression that the over-pass would be two-way, enabling them to drive into McMinnville without crossing the coast highway. However, after discussion with the surveyor and the local engineer, Mr. Harris, we find the over-pass will be one-way. The residents of this area will have to cross the traffic from the over-pass, the coast highway, and pull into the access lane to McMinnville.

The number of families involved is relatively small, but the problem can only be increased in the future with heavier traffic and more people. Surely correcting this traffic problem now while the construction of the over-pass is just beginning would be economically more feasible than expensive revamping in the future. We cannot believe the State Highway Department constructs new through highways with built-in hazards. We request you, as the supervisor, make an on-site inspection before the construction goes further.

Yours truly,

Richard Miller

We the undersigned residents of Lawson Lane located at the junction on the east end of the McMinnville by-pass where the highway joins the Three Mile Lane, do request the State Highway Department to reconsider the construction of a one-way over-pass from McMinnville and to change the over-pass to carry traffic both ways. In the interests of traffic safety the undersigned should not have to cross the over-pass traffic and pull across the coast highway in order to carry on their daily business in McMinnville.

Mr & Mrs [illegible]

Mr & Mrs R T Berry

[illegible]

G. E. [illegible]

Richard Miller, Rt. 1, Box 105, McMinnville, Oregon,97128

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JUL 19 1963

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6136

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1963

SUBJECT: East McMinnville Interchange
Three Mile Lane Highway

To: MEMO TO THE FILE

This has to do with the East McMinnville Interchange on the Three Mile Lane Highway near McMinnville. Complaints had been registered with the County and City Division that an interchange pattern (which was approved by the County Court) was not included in the construction plans for this project, but a revised pattern was used in its stead.

Mr. Cox, County and City Engineer, indicated there was considerable feeling on the part of the County Court that a better interchange, and certainly a better approach to relations between our two agencies, could have been obtained by proper contact. For this reason, Don Stoudenmeyer, Ray Asburry, and Lloyd Shaw met at the County Court in McMinnville at 10:30 a. m., July 16, to discuss the Court's feeling and desire in this matter.

Mr. Shaw stated promptly that the Department had seriously erred in not keeping the County informed of the plans, which was an oversight. We were duly contrite and would make every effort to have our relations on a less strained basis in the future. The County Judge and two Commissioners seemed only moderately concerned with the construction of the interchange. The third Commissioner, C. N. Teegarden, was fixed in his opinion that the overcrossing structure should be operated as two-way instead of one-way as is now planned. It was pointed out to the Court that the traffic involved in the reverse move, if two-way traffic were permitted, was essentially low-volume and could not be justified as adequate excuse for added funds to widen structures and fills.

After considerable discussion, the Court was left with this feeling on its part: Something had been accomplished in the way of public relations, and the Highway Department would investigate a possibility of a revision of the present structure width, if in the unforeseeable future, it became apparent extra width was required.

Mr. Shaw informed the Court that we would also sound out the Bureau of Public Roads as to its present feeling of structure costs versus traffic volume.

We also informed the Court that we would take all possible precaution in the matter of signing and, if necessary, warning reflectors or flashers could be used if they seemed indicated after the opening of the highway.

Mr. Glenn Jacob, the County Engineer, seemed more upset by this lack of contact than did the County Court. We are asking that he be informed by a transmittal of a cover letter accompanying plans that are sent to the County so he will know when the plans have been received by the County Court. Mr. Jacob indicated that there had been some conflict of interests on the Rex Hill job; which, after considerable commerce with Division I, had been apparently cleared up but he was very unhappy about the manner in which it had been handled.

The meeting ended at 11:45 a. m.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

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FOR FILING

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6136

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
April 2, 1963

SUBJECT: Signing
McMinnville Section
Three Mile Lane Highway
Contract No. 6136

To: Warren E. Mueller
Resident Bridge Engineer
McMinnville

In response to Mr. J. F. Stillwell's letter to you, dated March 28, 1963, Sign No. 4 at the East McMinnville Interchange, T.E.D. Drawings No. S214 and S215 should be reduced in length from 25'-6" to 24'-0". There are attached copies of the recommended spacing to be followed in accomplishing this reduction in size.

Would you please forward the original drawing to Traffic Safety Supply Company and send one copy to Ed Rief's office.

F. B. Crandall
Traffic Engineer

DRA:jv
Attachments
cc: Tom Edwards ✓
F. D. Morgan
Ivan D. Merchant

NOTED
TOM EDWARDS

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APR 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
November 9, 1962

SUBJECT: Construction Speed Zone - Pacific Hwy. W.
Three-Mile Lane Highway
McMinnville Section

Agenda Item: 3c(2)

To:

MEMO TO FILE

The State Highway Commission at its meeting of November 1, 1962 established the following temporary construction speed zone:

35 MPH ... on the Pacific Highway West in the vicinity of the McMinnville Section of the Three-Mile Lane Highway between M.P. 39.10 and 39.35, Yamhill County, effective 8 a.m., September 20, 1962.

J. Al. Head
Assistant Traffic Engineer

njc

cc: Tom Edwards
Raymond Asburry
F. T. Lacey

NOTED
TOM EDWARDS

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NOV 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING
2-119(2)

6136

October 1, 1962

Oregon State Highway Commission

Gentlemen:

Your approval is requested for the establishment of a 35-mile-per-hour construction speed zone on the Pacific Highway West, No. 1W, between M. P. 39.10 and M. P. 39.35 in Yamhill County.

This restriction was placed in effect at 8:00 a.m., September 20, and is necessary because of highway construction on the McMinnville Section of the Three Mile Lane Highway.

This matter will be on the agenda for your consideration at the November 1 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

VPJ:pk hlb

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1962
FILING

(ED. BY A.O. 200-10)

#6136

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE
Salem, Oregon

DATE: July 20, 1962

S-469 (3)

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

6136

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-469(2)
McMinnville Section
State Force Order No. 1

Reference is made to your letter dated July 18, 1962 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

cc Mr Trance - Proceed at Proper Time
Edw
Hil young

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JUL 19 1962
FOR FILING

6136

July 18, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 224-236, covering seeding and mulching on the McMinnville Section of the Three Mile Lane Highway in Yamhill County, Contract No. 6136, in connection with Federal Aid Project No. S-469(2).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-4.3 is requested.

The total estimated amount of the order is $3,200.00, with Federal participation of $2,280.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra
Enc.

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6136

RAILROAD COMPANIES
FILE No. 552

Salem, Oregon
July 12, 1962

Agenda Item 4-b

File No. 29192 - Pux 386
Three Mile Lane O-Xing
near McMinnville

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. J.N. Hershberger
Staff Attorney

Attached for further handling are two copies of a supplemental indenture with the Southern Pacific Company covering the Three Mile Lane Overcrossing near McMinnville. These copies have been executed by the State Highway Commission and are now ready for execution by the Officials of the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

RECEIVED
JUL 2 1962
FORM E-123
FOR FILING

5 - 4(6-7(2))

6136

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 29, 1962

Mr. C. C. Meisel
Box 206
McMinnville
Oregon

Dear Sir:

The State Highway Commission on June 29, 1962, awarded to you State Highway Contract No. 6136 for the following project:

Grading-paving-3 structures-signing on the McMinnville Section of relocated 3 Mile Lane Highway in Yamhill County.

This award was based on your bid of $933,794.83 which was the low bid submitted to the Commission on June 27, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. C. Savage (SIAC)

RECEIVED
JUN 25 1962
FOR FILING

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[illegible]

June 22, 1962

Oregon State Highway Commission

Gentlemen:

On March 10, 1961, the Southern Pacific Company granted the State an easement for the construction of the Three Mile Lane Secondary Highway overcrossing of its tracks just south of McMinnville. Among other things, the agreement specified that construction would begin within one year or the agreement would lapse.

There will be before you at the June 29 meeting a supplement to the original agreement extending this commencement date until March 10, 1963. It is recommended that you approve and execute the supplemental agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Mr. G. S. Paxson
Mr. Floyd Query
Mr. Victor D. Wolfe
GSP:ms ms

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[illegible] 1962
FOR FILING

FORM [illegible]-40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 7, 1962
Salem, Oregon

SUBJECT West Coast Telephone Company
Telephone Line Adjustment
McMinnville Section
Three Mile Lane Highway
Yamhill County
Project No. S-469(2)

To Mr. L. I. Lindas
Chief Counsel

OFFICE

ATTN: Mr. Joseph Hershberger

Bids are to be received on this project on June 27, 1962. A telephone line owned by the West Coast Telephone Company, 1800 - 41st Street, Everett, Washington, is in conflict with the proposed new construction in the following locations:

1. A telephone line crossing the "L^c" Line in the vicinity of Station 634.
2. A telephone line contacted on power poles westerly of the existing highway and easterly of the "N" Line between Station 674 and Station 700.
3. A telephone line contacted on power poles northerly of the "L^c" Line, Station 677 and the "L^c" Line, Station 685.
4. A telephone line contacted on power poles crossing the "O" Line and the "L^c" Line in the vicinity of Station 680.

All of the above conflicts are on public roadway right of way.

A telephone line contacted on a power pole on private property in the vicinity of "N" Line, Station 691.

It is the obligation of the State to reimburse the company the cost of adjusting its facilities on private property.

It is the obligation of the company to adjust its facilities on public roadway right of way without reimbursement.

NOTED
[illegible]

In view of the above, it is recommended that the company be notified to proceed with the non-reimbursable work in the near future and to prepare and submit an estimate and sketch map for the reimbursable work. The State will then authorize the company to proceed with the reimbursable work.

F. D. Morgan
Construction Engineer

By C. H. Baker

C. H. Baker
Ass't. Field Construction Engineer

FWS:bjh

cc: G. S. Paxson

RECEIVED
JUN 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 28 1962

FOR FILING

5-469(2)

6136

May 25, 1962

Mr. E. M Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

Re: Three-Mile Lane Overcrossing
near McMinnville

This will acknowledge receipt of the supplemental agreement extending the date of commencement on the project to March 10, 1963. The Highway Commission has just concluded its current meeting and will not meet again until the latter part of June. The agreement will be presented to the Commission at that time with a recommendation for approval and execution.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:me
cc Mr. A. W. Kilborn
Mr. Forrest Cooper
Mr. L. I. Lindas - Will you please examine this agreement and if approved, return it for presentation to the Commission. (Agreement attached.)

4-61

S-2705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO
911/323
0-PD-60-22

May 23, 1962

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

This refers to your letter of March 5, 1962, in connection with the Three-Mile Lane Overpass near McMinnville.

Please excuse our delay in complying with your request, which was occasioned by our file being temporarily misplaced.

Enclosed herewith are duplicate counterparts and one extra copy of proposed supplemental indenture extending the time during which the construction is to be commenced for one year, to March 10, 1963.

If you find the document satisfactory, please arrange for execution by the State and return both counterparts to us for further attention. The extra copy is for your immediate use, pending final execution.

Yours very truly,

H.M. Williamson

Attachs.

RECEIVED
MAY 25 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 25 1962

FOR FILING

COMMISSIONERS
[illegible] JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

-16-7(2)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 24, 1962

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland 12, Oregon

Preliminary Plan & Profile Sheets
McMinnville Section
Three Mile Lane Highway
Yamhill County

Attention: Mr. M. E. Bousha

Gentlemen:

We are sending to you under separate cover a preliminary set of the plan and profile sheets of this section. Our present tentative schedule calls for the opening of bids on this project on June 27, 1962.

It is the obligation of the State to reimburse the company for the cost of adjusting its facilities on private property. If you have such facilities on this section, please prepare an estimate and sketch map for the work in accordance with PPM 30-4. This estimate and sketch should be retained by you until the reduced construction plan and profile sheets are received and checked for differences. It should be submitted to the Construction Engineer when requested by our Legal Division.

Very truly yours,

F. D. Morgan
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

FWS:fp

cc G. S. Paxson
J. D. Walker

NOT
G. S.

RECEIVED
FORM E-123X 100M 4-62
1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 16, 1962

U. S. Department of the Interior
Bonneville Power Administration
Portland 8, Oregon

ATTENTION: Mr. John V. Mulcahy

Re: Salem-McMinnville Line
Tracts No. SM-101, 102 and 103
McMinnville Section
Three Mile Lane Highway
Yamhill County

Gentlemen:

We have received your letter of May 8, 1962, concerning the abovenamed project, and have reviewed the proposed adjustment of your transmission line.

The relocation of SM/21/6 on Lawson Lane appears satisfactory in its proposed new position. However, the proposed adjustment of the guys for SM/21/7 and SM/21/8 must be changed. The top of cut and toe of fill line is shown in red on the attached print. You can see the proposed anchor position for SM/21/7 will fall in the cut slope. This is undesirable from both your standpoint and ours. The proposed anchor adjustment for SM/21/8 falls under the proposed "N" Line fill, and, therefore, will be mutually undesirable. Further, if this general pattern were followed, there would be two poles, one guy stub, and five anchors within the interchange area. This is undesirable from the landscaping and maintenance standpoint.

Therefore, we have sketched an alternate plan in red on the print which we feel will be the best for all parties concerned. Our suggestion is to proceed on a straight line from the new position of SM/21/6 to the existing position of SM/21/9, a span of approximately 990 feet, with a pole supporting this span at its midpoint. This will leave only one pole and possibly two anchors within the interchange area. There will be no restriction as to access into this area for the maintenance of your facilities.

Very truly yours,

F. D. Morgan
Construction Engineer

By

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

cc: Frank Hall
J.D. Walker
Ross Harris
Mark Astrup
G. S. Paxson
L. H. Young
R. L. Porter

RECEIVED
MAY 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:bih

RECEIVED
[illegible] 25 1962

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 24, 1962

Bonneville Power Administration
P. O. Box 3537
Portland 8, Oregon

ATTENTION: Mr. John V. Mulcahy

Re: Preliminary Plan & Profile Sheets
McMinnville Section
Three Mile Lane Highway
Yamhill County

Gentlemen:

We are sending to you under separate cover a preliminary print of the plan and profile sheets of the abovenamed section. Also included you will find a sepia print of the E. McMinnville Interchange, in which area your facilities are located. Our present tentative schedule calls for the opening of bids on this project on June 27, 1962.

It is the obligation of the State to reimburse the administration for the cost of adjusting its facilities located on private property. If you have such facilities, please prepare an estimate, trust agreement, and sketch map which shows the existing poles and proposed location of the new poles, as required by PPM 30-4. This information drawn on the sepia print we have enclosed will be satisfactory. This should be retained by you until the reduced plans are received and checked for differences.

This estimate, trust agreement and sketch map should be submitted to the Construction Engineer when requested by our Legal Division.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
APR 24 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FWS:bjh
cc: G. S. Paxson
J. D. Walker

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APR 12 1962
FOR FILING

FORM E-20 80M 8-61 84307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1962

SUBJECT: East McMinnville Interchange
McMinnville Section
(Three Mile Lane Highway)
Bridge No. 8951

To:
Mr. P. M. Stephenson
Assistant State Highway Engineer
OFFICE

Mr. C. L. Porter
Assistant State Highway Engineer
OFFICE

The proposed present construction at the subject job contemplates two 16-foot roadways, a four-foot median and six-foot shoulders at the structure site. On this basis a total length of structure of 230 feet will be required which is estimated to cost $90,000. The length of structure listed does not contemplate the using of any retaining walls to retain the approach fills and no grade revision is required.

Proposed future four-lane construction is planned which would require two 24-foot roadways, an 8.4' median and 10-foot shoulders on each side. This future construction would require a structure 258 feet in length and a retaining wall at the S.E. quadrant to retain the fill. This structure could be built for $114,000, however, it will require a lowering of the lower grade of .5 of a foot.

Because of the small difference in cost I would recommend that the structure be designed and constructed for the future four-lane construction.

I am enclosing a print of our Drawing No. 8951-4 which indicates the construction for the future four lanes and also indicates in plan the proposed initial construction.

Will you please advise which of these structures should be used at this location.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

IDM/m

Attached

RECEIVED
APR 3 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

4-61

8-2705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF
WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES

March 2, 1962

911/323
0-PD-60-22

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Ass't. State Highway Engineer

Dear Mr. Cooper:

Our letter of April 14, 1961 addressed to Mr. J. W. DeSouza transmitted two documents in connection with the proposed Three-Mile Lane Overpass near McMinnville.

Both of these documents are dated March 10, 1961 and Section 4 of the easement indenture provides that the rights granted to the State shall lapse and become void if the construction of the highway is not commenced within one year. This, of course, means that the easement will expire on March 10, 1962, and unless the highway construction is commenced before that date, it will be necessary to amend or supplement the document to continue it in effect.

If you have a schedule for the construction of this project we would like to know approximately when you intend to build it.

Yours truly,

HM Williamson

RECEIVED
MAR 5 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 17 1961
FOR FILING
5-469/2

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1961

SUBJECT: Road Approaches
Salmon River Junction - East
McMinnville Junction Section
Three Mile Lane Highway
Yamhill County

To: Mr. R. L. Porter
Assistant State Highway Engineer

Office

Attached is a right of way map whereon are shown the locations of the points of access to be allowed to various adjacent owners on this project.

These points have been determined by field inspection and occur in areas where the Construction Department has indicated that approaches are permissable by deleting the access denial line. The access points as shown are the minimum number necessary to adequately serve the owners' remaining property.

The file numbers, names of owners, stations of access, and widths are as follows:

File Number	Name		Engineer's Station	Side of Highway	Width
30325	Altimus, R.		683+75	Southerly	25 Ft.
30326 34168	Altimus, T. J. Martin, E. W.	"N"	691+00	Southerly	25 Ft.
34169	Odell, C. B.	"N"	694+65	Southerly	25 Ft.
34171	Wilcox, J. L.		699+60	Southerly	25 Ft.
			700+35	Southerly	25 Ft.
			701+25	Southerly	25 Ft.
			703+90	Southerly	25 Ft.
30326	Altimus, T. J.		704+90	Southerly	25 Ft.

NOTED
R. L. PORTER

File Number	Name	Engineer's Station	Side of Highway	Width
30357	Rosener, R. A.	37+00	Westerly	25 Ft.
30356	Peters, Lloyd and Marie	"N" 675+30	Westerly	25 Ft.

It is recommended that this line be appraised and negotiated on the above basis. Any variance from the approaches as listed above will be reported to you in a separate letter.

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

DHM:jm

Attachment

cc Mr. L. I. Lindas

Approved:

R. L. Porter
R. L. PORTER

DEC [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1961

SUBJECT: Access Points
West Unit
McMinnville Bypass Section
Three Mile Lane Highway
Yamhill County

To: Mr. Forrest Cooper
Deputy State Highway Engineer

Office

Attached is a Right of Way map whereon are shown the locations of the points of access to be allowed to various adjacent owners on this project.

These points have been determined by field inspection and occur in areas where the Construction Department has indicated that approaches are permissable by deleting the access denial line. The access points as shown are the minimum number necessary to adequately serve the owners' remaining property.

The file numbers, names of owners, stations of access, and width are as follows:

File Number	Name	Engineer's Station	Side of Highway	Width
29178	Barber, P. F.	558+90	Northerly	25 Ft.
		558+90	Southerly	25 Ft.
29190	Rogers, N. L. and E. B.	579+50	Southerly side of Salmon River Highway	25 Ft.
		20+95	Westerly side of Pacific Highway West	20 Ft.
		23+65	Westerly side of Pacific Highway West	20 Ft.

The map shows access locations to properties along Booth Bend Road and Morgan Lane. Since these approaches are to a county road, and it is not our intent to exercise access control to a county road, I will not mention them in this letter.

It is recommended that the above listed points of access be restricted to private residential and agricultural uses only. The points at Engineer's Station 558+90 northerly and southerly side, and the point at Station 579+50 on the southerly side of the Salmon River Highway are at or near points previously granted with a private residential and agricultural limitation.

The two points at Stations 20+95 and 23+65 on the Pacific Highway West are at such location (immediately adjacent to each end of the overcrossing structure) as to be hazardous for traffic for anything other than private residential or agricultural access.

It is recommended that this line be appraised and negotiated on the above basis. Any variance from the approaches as listed above, will be reported to you in a separate letter.

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

DHM:jm

Attachment

cc Mr. L. I. Lindas

Approved:

Original signed
Forrest Cooper
FORREST COOPER

RECEIVED
[illegible] 21 1961
FORM E-30 50M 6-61 36661
FOR FILING
5-469(2)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1961

SUBJECT: Salmon River Jct.-E. McMinnville Jct.
Three Mile Lane Highway
Yamhill County

To: MEMO TO FILE

The files for the Salmon River Junction-E. McMinnville Junction Section of the Three Mile Lane Highway were set up in 1960.

Mr. Benner's office is now negotiating the right of way for the project. Dave Moehring has approved acquisition of the 19 files on the old option forms.

Mr. Benner has requested an exception for the junction with the Salmon River Highway and the Pacific West Highway. Three files affected by limited access control lines on these highways will be on the new forms.

Adele Egan

ADELE EGAN,
Asst. Right of Way Ofice Manager

AE:if

cc: E. J. Benner

RECEIVED
MAR 3 1961
FOR FILING
[illegible] (2)
[illegible]

March 2, 1961

Oregon State Highway Commission

Gentlemen:

At the next Commission meeting, there will be presented to you, for your consideration, an agreement prepared to cover an easement for an overcrossing of the Southern Pacific Company tracks on the McMinnville Bypass of the Salmon River Highway. The agreement has been approved by both the Legal and Construction Departments, and I recommend your approval and execution at the March 10 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:me

cc G. S. Paxson

RECEIVED
FEB 24 1961
FOR FILING

5-419(3)

[illegible]

February 23, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Three Mile Lane Section
South of McMinnville

Dear Sir:

I left with you a copy of a proposed agreement between the Southern Pacific Company and the State covering the overcrossing of the Southern Pacific tracks by the extension of the Three Mile Lane Highway to a connection with the Salmon River Highway south of McMinnville in Yamhill County. Under this agreement, the State is agreeing to pay the cost of flagman and watchman services up to a fixed amount. It is realized that this does not conform to PPM 21-10(5). We have been negotiating with the Southern Pacific Company for some time concerning this matter, and the final agreement was reached during the time when we had no definite advice as what was to be done about the reimbursement to the Railroad for flagman and watchman services. In order to get this project under way, the State agreed that we would handle it in the manner set forth in this agreement and would bear the flagman and watchman costs from State funds without participation from the Federal Government. In view of this, I would ask that you approve the agreement subject to these conditions.

The agreement meets with our approval, and as soon as it is signed by the Highway Commission and the Southern Pacific Company, a confirmed copy will be delivered to you. In the meantime, as soon as mats can be cut, I will furnish you with an unsigned copy of the agreement for your files.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ne

cc to: Mr. W. C. Williams, Mr. Leonard I. Lindas, Mr. R. L. Porter

RECEIVED
FEB 24 1961
FOR FILING

3-461(2)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6, 1961

SUBJECT: Three Mile Lane O'Xing
of Southern Pacific Tracks
FAP Route No. FAS 107
(Project No. Not Assigned)

To: Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

I am returning Southern Pacific Company's transmittal letter of February 3, for Easement Indenture and Construction Agreement along with these documents.

My comments on the documents are as follows:

1. I have not had the Easement Indenture checked. This should be referred to our Right of Way Department for such a check.

2. I believe Article 4 of the Construction Agreement should be expanded for future jobs to set up a limiting date for the Railroad's billing to the Highway Department. Under conditions that require us to bill the contractor for certain items of the work done for Southern Pacific Company, we are often forced to hold up our final settlement with the contractor until such time as we do receive Railroad's billing for their work on the project. I do not think this is fair to the contractor, and I believe that in view of the recent revisions to PPM's 21-10 and 30-3, which does set up a limiting time for Railroad's billing of the work after completion, we would not be at all out of line in asking that the language carried in PPM's 21-10 and 30-3 be carried into the language of this Article.

3. If the Railroads hold us to the letter of the language in Article 7A(1), we might in some cases delay the contractors start of work unnecessarily on a project. Our present practice is to furnish the Railroad and PUC with a conformed copy of the completely executed contract. Under present conditions, this takes an average of 30 days after award of the contract and can and has, in some instances, been delayed for as much as 60 days. In so far as I know,

NOTED

Railroad has never stopped a contractor from starting work on a job because we had failed to get in the required copy of the contract. They do, however, hold us to the letter of the language in Article 7A(2). and 7A(2).

4. The language of 7B, which would require the Railroad to furnish us a statement from the Chief Engineer that contractors insurances are satisfactory, has not been too rigidly enforced in the past. We go on the assumption that contractor's insurance is satisfactory when the Railroad permits the contractor to enter on to Railroad property, and the Railroad rarely, if ever, advises us that the contractor's insurance is satisfactory.

5. The material contained in the Agreement as Exhibit "B" (Unlabeled), was furnished the Railroad Company by this office. I am not exactly satisfied with the language of this material in that it does not set out the exact handling of the billing for the Railroad's Engineer Inspector, an item that is causing some concern now on the Lord Brothers contract. It is my intention to get together with the Southern Pacific Company to see if we can make an exact determination as to whether or not this Engineer Inspector should be a part of the Protective Services on the job and as such billed to the contractor, or whether it can be properly classified as engineering work. It may be that we might want to revise and supplement some of the language of this Exhibit, which I presume could be done at a later date, provided it is prior to the complete execution of the Agreement. I should have this determination made some time this week.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:nk

7-60 S-2705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

H. M. WILLIAMSON
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

February 3, 1961

911/323
0-PD-60-22

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Ass't. State Highway Engr.

Dear Mr. Williams:

Enclosed herewith are duplicate counterparts and one copy each of

(1) Easement indenture, and
(2) Construction and maintenance agreement between Southern Pacific Company and the State of Oregon pertaining to the three-mile lane overcrossing near McMinnville.

You will note that Exhibit B of the construction agreement consists of the Special Provisions furnished with your letter of January 6.

Page 3 of Exhibit B contains a blank space in which is to be inserted the cost of railroad protective services which the State will bear. For your information and guidance in determining the amount to be inserted in this blank space, the flagging estimate of $1,180 shown in Exhibit A becomes $1,700 after adding the applicable additives. Will you please inform us the amount you insert in this blank space so that the other copies of the agreement may be conformed.

If you find the document satisfactory, will you please arrange for execution on behalf of the State, and then return both counterparts to us for further attention. The extra copies of each of the documents are for your immediate use pending final execution.

Yours truly,

HM Williamson
Ra

Enc.

NOTED
G. S. PAXSON

RECEIVED
FEB - 6 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Order #37593

1 2 61

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF - 148

In the matter of the Petition of the State of Oregon, by and through its State Highway Commission, for permission to construct a crossing above grade over the tracks and right of way of Southern Pacific Company, known as the Three Mile Lane Overcrossing project.) ORDER

The above entitled matter was duly heard on December 13, 1960, at Salem, Oregon, before A. E. Nowack and Donald J. Howe, Examiners, for the Commissioner. The following appearances are of record herein:

For Petitioner:

J. W. DeSouza, Assistant Attorney General,
Of Counsel for the Oregon State Highway Commission

Glen V. Sorensen, Staff Attorney,
State Highway Commission

For Respondent:

Kenneth M. Judd, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

On July 25, 1960, the State of Oregon, by and through its State Highway Commission filed a Petition, pursuant to the provisions of ORS Chapter 763, for permission to construct an overcrossing structure across the right of way and over the tracks of Southern Pacific Company, hereinafter referred to as Respondent, at a point approximately 800 feet south of the southerly limits of McMinnville as a part of the Salmon River Junction-East McMinnville Junction section of the Three Mile Lane Highway now under construction. Such construction plan is referred to as the Three Mile Lane Highway Overcrossing Project.

Attached to and made a part of the petition, and later revised, are drawings containing grade line and clearance diagrams, a vicinity map, and a plan and elevation of the proposed structure. The revised copies, being drawings numbered 14842 and 8688-B, were received in evidence and marked Exhibits 1 and 2 during the hearing.

Notice of the Petition and copies thereof were duly served upon Respondent and the County Court of Yamhill County. Answer to the Petition was timely filed by Respondent. No objections were made to the proposed overcrossing project.

Evidence was adduced on behalf of Petitioner and Respondent, the hearing completed and the matter submitted for determination. Based upon said evidence and record it is found that:

In order to provide the traveling public with a more convenient, safer, straighter and shorter route, Petitioner is in the process of construction of a two lane section of an eventual four lane highway on the revised location of a portion of the Three Mile Lane Secondary Highway No. 152, between Salmon River Junction and East McMinnville Junction. This road begins at Station 551 + 00, Salmon River Highway and at its easterly terminus it intersects the Three Mile Lane Highway at Station 691 + 00. In connection therewith is a necessary crossing of the right of way and tracks of Respondent in the Southeast quarter (SE¼) of Section 29, Township 4 South, Range 4 West, W.M. in Yamhill County, Oregon. This highway is to connect the Salmon River Highway and Three Mile Lane Highway. The centerline of the proposed overcrossing structure, at Highway Survey Station L5 Sta. 612 + 68.11, will intersect the centerline of railroad at Railroad Survey Station 243 + 56.71 at an angle of 58° 56' 40" in the Northeast quadrant.

Rail traffic over the tracks to be crossed consists of three train movements per day and the average volume of traffic on the proposed new structure will be 1,600 vehicles per day, plus anticipated normal increases. An overcrossing will be suitable and proper for the safety and convenience of the traveling public since it will permit a division of train and vehicular traffic by separating the grade of the highway and railroad.

Petitioner submitted in evidence a revised version of Drawing No. 14842, containing a change of location of the proposed structure from R.R. Station 243 + 75.6 to R.R. Station 243 + 56.71 P.O.C.

The overcrossing is approximately midway and at the highest elevation of the 1,200 foot long vertical curve which joins ascending tangent grades of 2.884% from the west and 2.70% from the east, and forms the roadway grade.

The Petition, plans and specifications contained in Drawings No. 14842 as revised, call for the construction of a poured reinforced concrete deck girder type structure with a 30 foot roadway, consisting of an initial 52 foot span, a 66 foot span over the railroad tracks, then a 52 foot span. The resultant total length of the structure will be 170 feet.

The minimum horizontal clearances between center of track and parts of the completed structure adjacent thereto will be 24 feet 1½ inches on the easterly side and 28 feet and 7 inches on the westerly side. The minimum vertical clearance between top of rail and the lower edge of the deck supporting girder immediately over the track will be 23' 2 3/4 inches. These clearances are in excess of the minimums heretofore prescribed in Commissioner's Order No. 33700.

During construction, the erection of falsework and the placing of other necessary construction materials will reduce the overhead or vertical clearance to 21.0 feet above top of rail. Telltales will be installed and maintained for the protection of trainmen, and upon completion, the impairments and the protecting telltales will be removed.

Petitioner proposes that construction and maintenance of the overcrossing be handled and the costs thereof borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and make reimbursement to railroad companies for proper and necessary engineering, inspection, watchman and flagman services to protect railroad operations during the period of the construction of the proposed overcrossing structure.

(b) Finance the construction of the said project, without participation therein from funds of Railroad Companies, from State and Federal Highway funds, including reimbursement to Railroad Companies for necessary expenditures incurred in connection therewith under the accounting practices contained in PPM 30-3, issued by the Public Road Administration under date of August 15, 1955, and amendments and supplements thereto, and in accordance with the items controlled by PPM 21-10, issued by the Public Road Administration under date of October 3, 1958.

Respondent will:

(a) Subject to reimbursement as hereinabove stated, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

(b) Subject to reimbursement as hereinabove stated, move and reinstate such existing right of way fences as necessarily must be removed for the project.

(c) Subject to reimbursement as hereinabove stated, remove and replace existing signal and communication lines to protect the same during construction.

(d) At their own cost and expense maintain the railroad line with its appurtenances and facilities after construction.

No objections to these proposals were made. They are approved. Those proposals relating to division of the expenses involved are just and reasonable under the circumstances.

No one appeared in opposition to the granting of the requested permission.

From the foregoing it is concluded that the proposed overcrossing is a necessary part of the Salmon River Junction - East McMinnville Junction Section of the Three Mile Lane Highway, is required in the interest of public safety, convenience and general welfare, and that permission for the construction thereof should be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that the permission requested in the Petition of the State of Oregon, by and through the State Highway Commission, for the construction of the highway overcrossing structure herein proposed be and the same is hereby granted, and No. F-733.4-A shall be assigned to said overcrossing in the Commissioner's Catalog of Crossings in the State of Oregon; and it is further

ORDERED that such overcrossing structure shall be made upon the following terms and conditions:

(1) The construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design, with the plan and profile contained in Oregon State Highway Department Bridge Division Drawings Nos. 14842 revised, or such revisions thereof as may be mutually agreed upon by Petitioner and Respondent.

(2) After construction Petitioner shall maintain the structure with its approaches and other highway facilities.

(3) Southern Pacific Company, subject to reimbursement by Petitioner shall, to safeguard its operations during construction of this overcrossing structure, rearrange its signals and communication systems, reinstall same in proper permanent locations upon completion of this project; furnish such engineering, watchmen and flagmen services as may be necessary and required; provide and install all necessary telltales to protect its operations during the period of impaired clearance and remove them upon completion of this project; and it is further

ORDERED that, after completion of the structure, Southern Pacific Company shall, at its own expense, maintain its railroad track and roadbed and the appurtenances thereto, and it is further

ORDERED that impairments to the Standard Vertical Clearances as prescribed and defined in PUC Oregon Order #33700 which are necessary to or result from the placing of false work or the erection of building materials rerequired for the construction which do not fall below a line 21 feet above top of rail, are herein authorized as Temporary

Impaired Clearances, such impairments to be removed upon completion of the proposed structure; and it is further

ORDERED that the Southern Pacific Company is authorized to operate over the impaired tracks under the conditions of impairment referred to herein; and it is further

ORDERED that this order shall be effective on the date of execution thereof.

Made and entered this 24th day of January, 1961.

Public Utility Commissioner

(SEAL)

R

RECEIVED
JAN -5 1961
FOR FILING

Cont
RW
Three Mile Lane

Salem, Oregon
December 30, 1960

CONTRACTS and
EEMENTS No. 2247

Mr. L. I. Lindas
Chief Counsel
OFFICE

Supplemental Throughway Agreement
Salmon River Jct.-Three Mile Lane Section
Three Mile Lane Highway No. 152
Yamhill County

Attached is a draft of an agreement covering the subject project. Will you please prepare six copies of the agreement in addition to any required by your division.

G. S. Paxson
Assistant State Highway Engineer

HSC:mm
Att.

cc: C. G. Swenson

RECEIVED
SEP 22 1960
FOR FILING
[illegible]
[illegible]

September 22, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

The descriptions covering the easement for the overcrossing of the tracks of your West Side Branch south of McMinnville by the proposed extension of the Three Mile Lane Secondary Highway have been checked and are approved.

These were submitted with your letter of September 20, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter T. Wright

4-59

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

S-2660
IN REPLY PLEASE REFER TO

September 20, 1960

322

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Asst. State Highway Engineer

Dear Sir:

Referring to state's application to Public Utility Commissioner for Three-Mile Lane Overcrossing near McMinnville.

Attached is copy of description for easement for overhead crossing and one print of Portland Division drawing A-2054 showing in yellow tint the area to be covered by this easement.

Please advise if this description and easement meet with your approval.

Yours truly,

A W Kilborn
AHK

[illegible]
O.K.

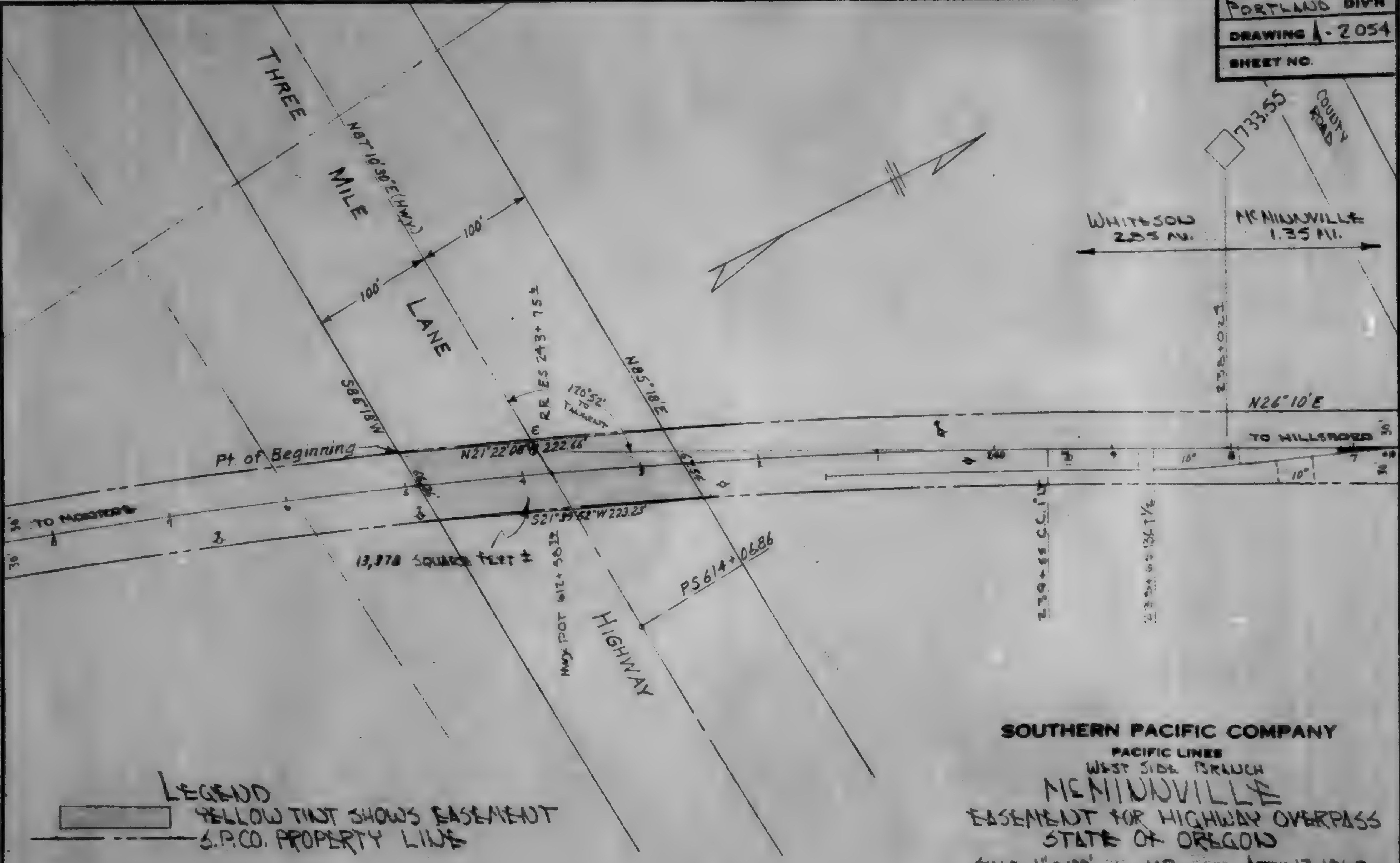
RECEIVED
SEP 21 1960
OREGON
STATE HIGHWAY COMMISSION

EASEMENT FOR OVERHEAD HIGHWAY CROSSING MP 733.44
TO STATE OF OREGON
McMINNVILLE, OREGON

A piece or parcel of land situate, lying and being in the northeast quarter of the southeast quarter of Section 29, Township 4 South, Range 4 West, Willamette Meridian, County of Yamhill, State of Oregon, described as follows:

Commencing at the point of intersection of the surveyed center line of Oregon State Three Mile Lane Highway at Engineer Station 612+58.39 with the original located center line of the main track now of the Southern Pacific Company (West Side Branch) at Engineer Station 243+75.6; thence Southwesterly, along said original located center line of main track, along a curve to the left having a radius of 5729.60 feet (tangent to said curve at point of intersection bears South 21°30'38" West and chord of said curve bears South 20°57'21" West, 110.94 feet), an arc distance of 110.95 feet to a point in a line parallel with and distant 100 feet Southerly, measured at right angles, from said surveyed center line; thence South 85°18' West (Highway bearing South 87°10'30" West), along said parallel line, 33.11 feet to a point in the northwesterly line of the land (60 feet wide) now of the Southern Pacific Company and the true point of beginning of the parcel of land to be described; thence Northeasterly, along said northwesterly line, on a curve to the right having a radius of 5759.60 feet (tangent to said curve at last mentioned point bears North 20°15'41" East and chord of said curve bears North 21°22'08" East 222.66 feet), an arc distance of 222.68 feet to a point in a line parallel with and distant 100 feet Northerly, measured at right angles, from said surveyed center line; thence North 85°18' East, along last said parallel line, 67.54 feet to a point in the southeasterly line of said land, 60 feet wide; thence Southwesterly along said southeasterly line, on a curve to the left having a radius of 5699.60 feet (tangent to said curve at last mentioned point bears South 22°47'11" West and chord of said curve bears South 21°39'52" West 223.20 feet), an arc distance of 223.24 feet to a point in the aforesaid line that is parallel with and 100 feet southerly, at right angles from said surveyed center line; thence South 85°18' West, along last said parallel line, 66.26 feet to the point of beginning, containing an area of 13378 square feet, more or less.

PORTLAND DIV'N
DRAWING A-2054
SHEET NO.



LEGEND
▭ YELLOW TINT SHOWS EASEMENT
— - — S.P.CO. PROPERTY LINE

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
WEST SIDE BRANCH
McMINNVILLE
EASEMENT FOR HIGHWAY OVERPASS
STATE OF OREGON
SCALE 1" = 100'   HR   APRIL 13, 1960
Rev. Aug. 16, 1960

DRAWER

Pux 386

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

1-22-60

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing structure over and across the tracks and right of way of Southern Pacific Company, known as the THREE MILE LANE OVERCROSSING project, in the Southeast quarter (SE¼) of Section 29, Township 4 South, Range 4 West, W. M., in Yamhill County, Oregon.	)	**PETITION** No.______

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205.

III

That petitioner proposes the two lane stage construction of an eventual four lane highway on the revised location of a portion of the Three Mile Lane Secondary Highway No. 152 on the Salmon River Junction-East McMinnville Junction Section of the Three Mile Lane Highway, and that in connection therewith it will be necessary and desirable to construct an overcrossing structure over and across the tracks and right of way of Southern Pacific Company as shown on drawings 1-R-3-1272, 14842 and 8688B, attached hereto and by this reference made a part hereof.

IV

That the construction of the proposed overcrossing structure is necessary and proper for the service, accommodation and convenience of the public in that a crossing at grade at said point would not be in the interest of safety, either on the highway or on the railroad.

V

That the estimated traffic on the proposed structure, after completion thereof, will be a daily average of 1,600 vehicles, and that the estimated traffic on the railroad is 3 train movements per day.

VI

That the grade approaching the proposed structure from the west is an ascending grade of 2.884 per cent and that the grade approaching the proposed structure on the east is an ascending grade of 2.70 per cent, which curves are connected by a vertical curve 1200 feet in length.

VII

That the petitioner proposes that the construction and maintenance of the project be handled and the costs thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed project and supervise the construction thereof.

(b) Finance the construction of the project, without participation therein from funds of Railroad Company, from State and Federal highway funds, including reimbursement to Railroad Company for the necessary expenses incurred in connection therewith which are reimbursable under and not prohibited by the terms of Policy and Procedure Memorandum 30-3, issued by the Public Roads Administration, and amendments thereof and supplements thereto.

(c) After construction maintain the said structure with its approaches and other highway facilities.

THINGS TO BE DONE BY RAILROAD COMPANY:

(a) Subject to reimbursement under federal regulations, rearrange its signals and communication systems to safeguard their operation during construction, and reinstall same in permanent locations after the completion of the project.

(b) Subject to reimbursement under federal regulations, furnish such engineering, watchmen and flagmen services as may be necessary and required to safeguard railroad operations during the construction of the project.

(c) Subject to reimbursement under federal regulations, move and thereafter reinstall such right of way fences as may be necessary for the construction of the project.

(d) If considered necessary by railroad, provide and install telltales to protect railroad operations during the period of impaired clearance, and remove the same after completion of the project, subject to reimbursement under federal regulations.

(e) At its own cost and expense, maintain the railroad line with its appurtenances and facilities as heretofore.

VIII

That there will be no impaired horizontal clearance in violation of PUC Order 33700 during construction, but that the vertical clearance above top of rail will be a minimum of 21 feet, which impaired vertical clearance will be removed upon completion of construction of the structure.

IX

That the said proposed construction is in the Southeast quarter (SE$\frac{1}{4}$) of Section 29, Township 4 South, Range 4 West, W. M., in Yamhill County, Oregon.

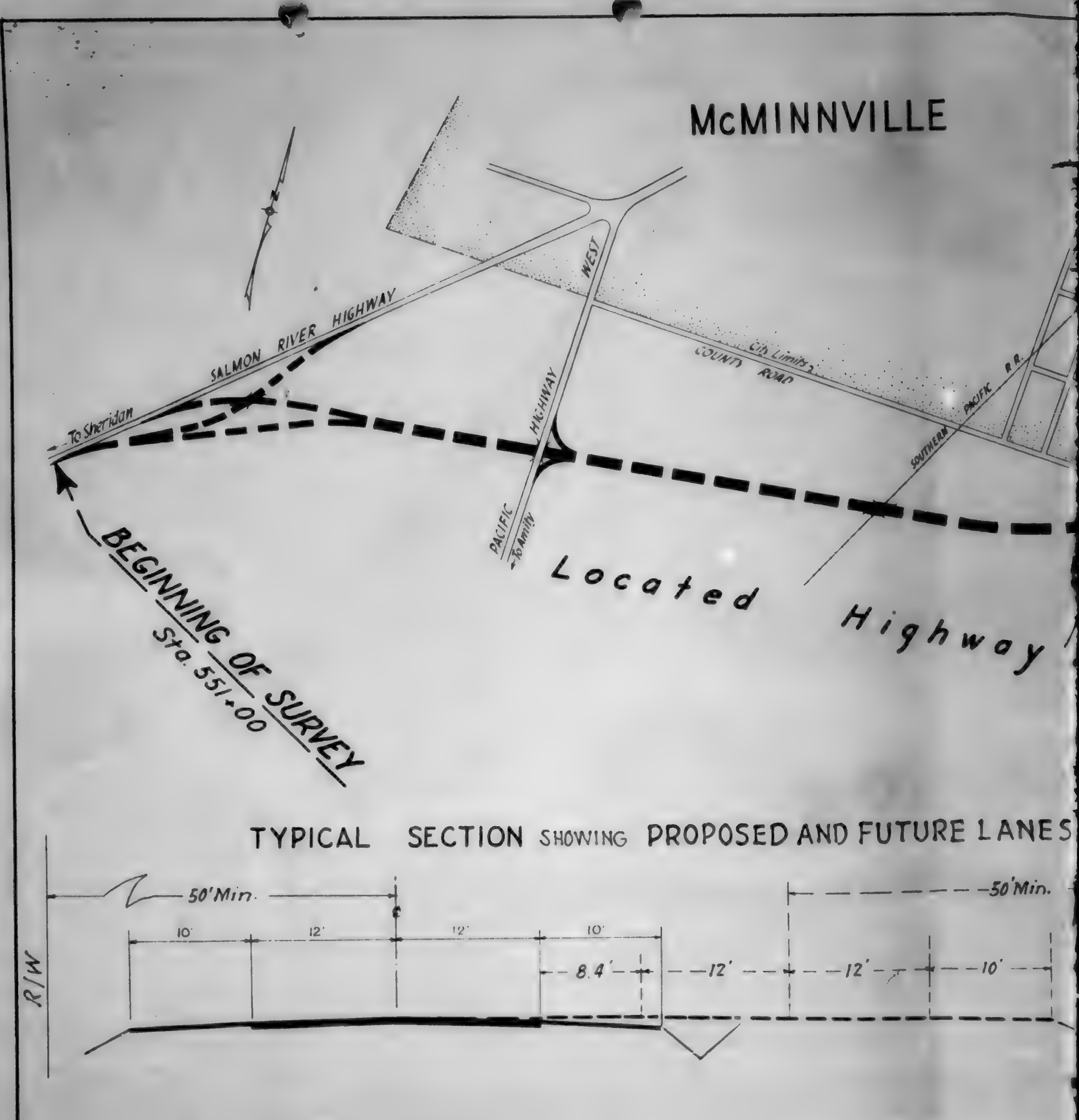
WHEREFORE, petitioner prays for an order, or orders, in accordance herewith and for the operation of trains during the period of impaired vertical clearance.

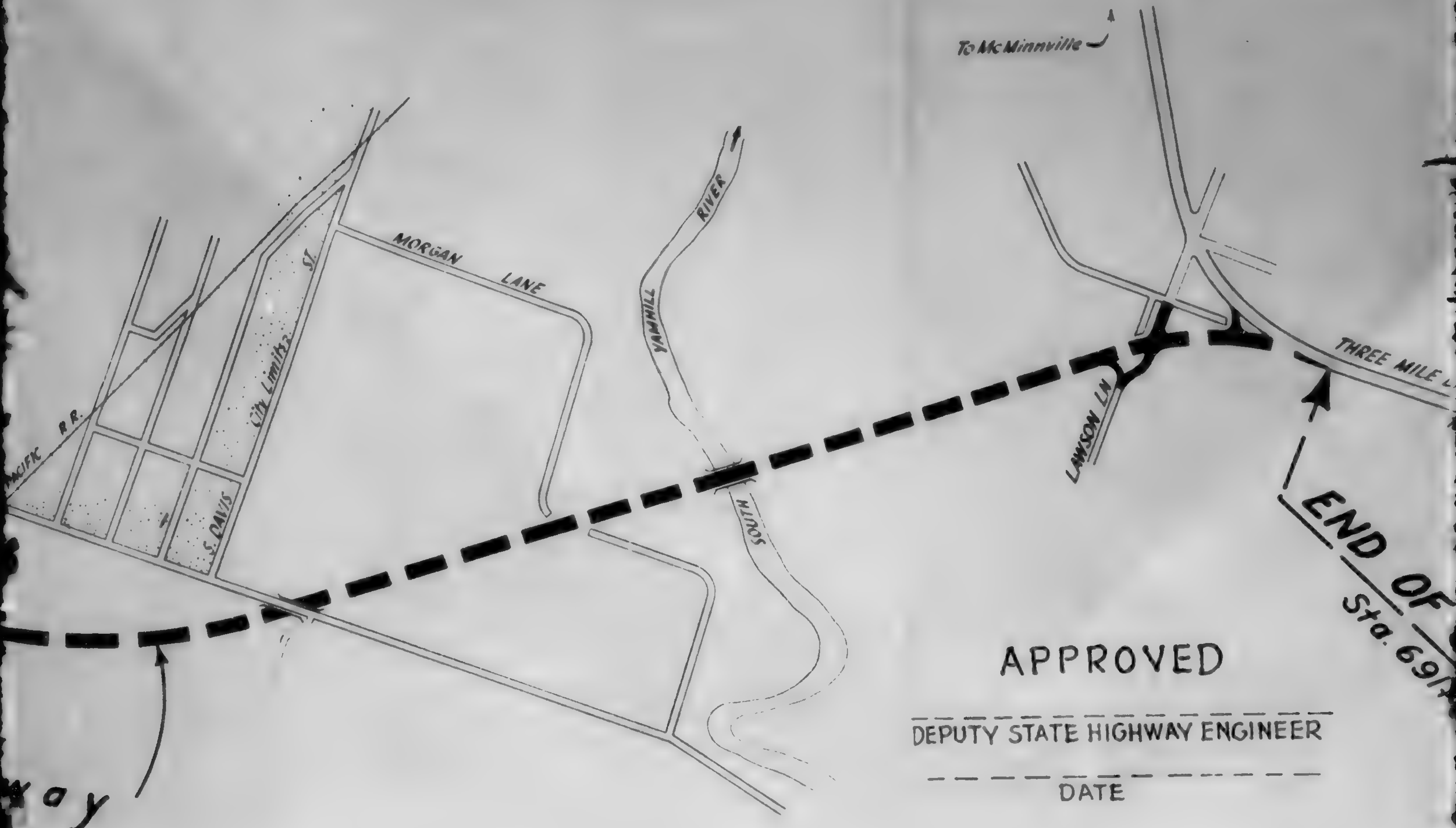
Dated at Salem, Oregon, this 22nd day of July, 1960.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By____________________
J. W. DeSOUZA - Assistant Counsel
for the State Highway Commission

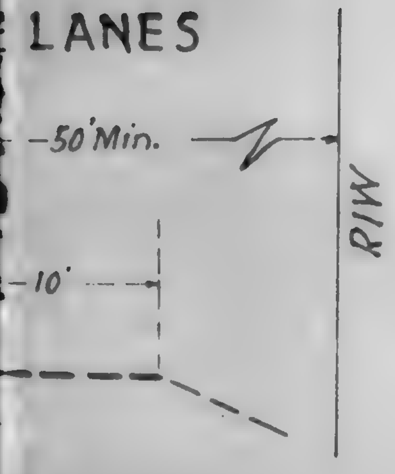

McMINNVILLE
N
SALMON RIVER HIGHWAY
To Sheridan
WEST
PACIFIC HIGHWAY
To Amity
City Limits
COUNTY ROAD
SOUTHERN PACIFIC R.R.
Located Highway
BEGINNING OF SURVEY
Sta. 551+00
TYPICAL SECTION SHOWING PROPOSED AND FUTURE LANES
R/W
50' Min.
℄
10'
12'
12'
10'
8.4'
12'
12'
10'
50' Min.



APPROVED

DEPUTY STATE HIGHWAY ENGINEER

DATE



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

SALMON RIVER JCT. - E. McMINNVILLE JCT

THREE MILE LANE HIGHWAY

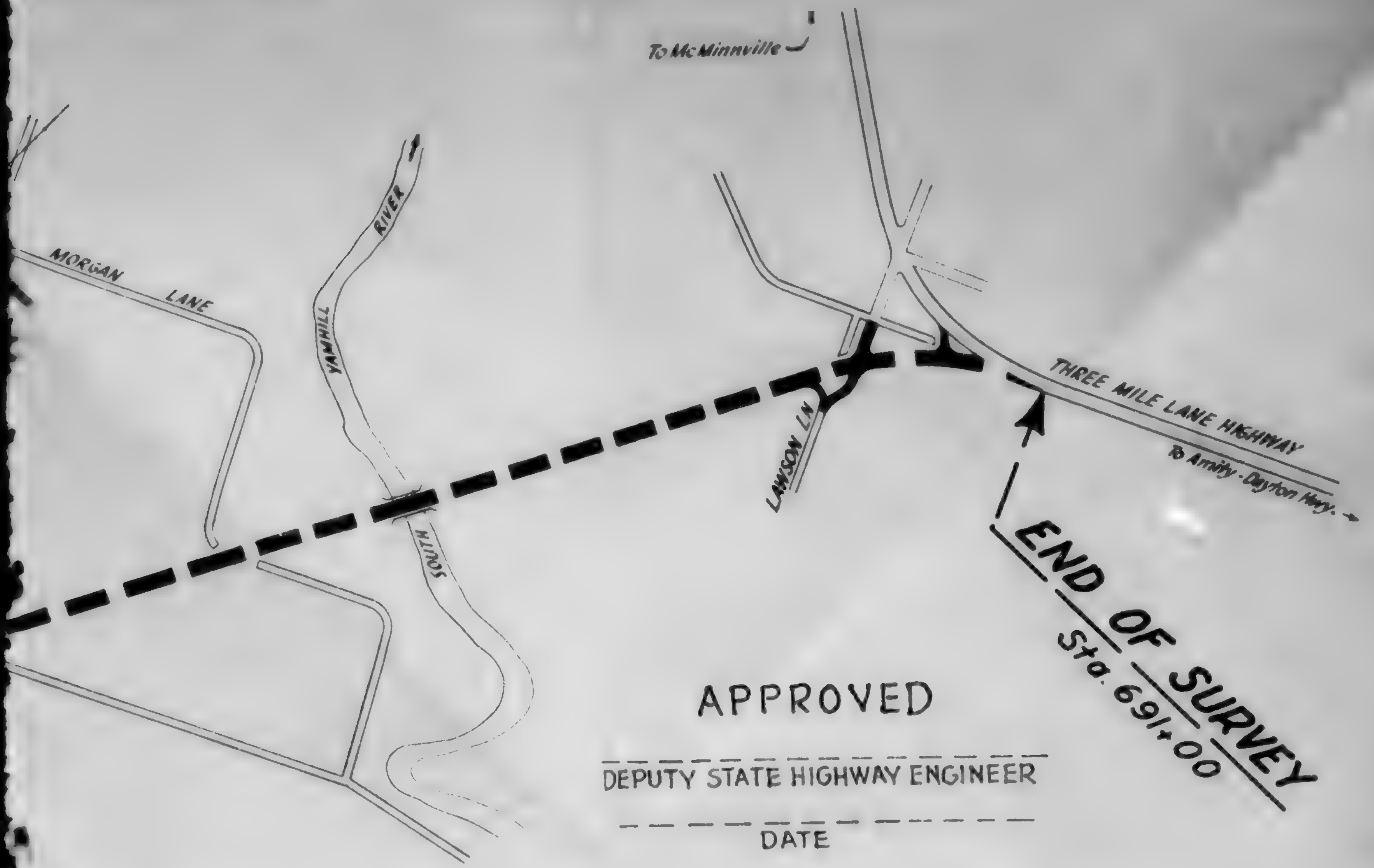
YAMHILL COUNTY

Scale 1" = 800'

May, 1960

DRG. NO. IR-3-1272

For Details See Drg. No.



APPROVED

DEPUTY STATE HIGHWAY ENGINEER

DATE

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

SALMON RIVER JCT. - E. McMINNVILLE JCT. SECTION

THREE MILE LANE HIGHWAY

YAMHILL COUNTY

Scale 1" = 800' May, 1960

DRG. NO. 1R-3-1272

For Details See Drg. No.

334-1714 Banks (Sunset Ave.) Sec. of 1962
city St. (Grad. & Pav.)
#6137

Spec. State Tax Street Fund Agr 149

OREGON STATE HIGHWAY DEPARTM

INVOICE

NOTED

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4-11-63	OC 806		331-1711-[illegible] 5

INVOICE NUMBER 78511

- City of Banks
- City Hall
- Banks, Oregon

Attention: Mrs. Estelle [illegible], City Recorder

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing; Special City Allotment Project on Sunset Ave. Contract No. 6137, secured by agreement dated November 16, 1961.			
Advance Deposit			4,400.00
As per attached statement: Final Cost 27,495.69 Agreed State Share 2[illegible].[illegible] Agreed City Share			7,495.69
Balance due			3,095.69

NOTED
DON HARWELL

NOTED
R. H. PRANGE

RECEIVED
APR 11 1963
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Card [illegible] Request [illegible]

By

A 150 (REVISED 7-60)

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

CONTRACT NO. 6137
SUNSET AVENUE
CITY OF BANKS

PAYMENTS TO CONTRACTOR

Item	Qty.	Unit	@	Total
Removal of masonry	--	--	$--	$ 300.00
Drainage excavation	84.96	c.y.	2.00	169.92
General excavation	1930.40	c.y.	.75	1,447.80
12" concrete sewer pipe	153	c.y.	3.00	459.00
Concrete inlets, type G	5	only	110.00	550.00
Adjust manholes	1	only	150.00	150.00
Concrete curbs	47.06	c.y.	45.00	2,117.70
Concrete driveways	141.22	s.y.	6.00	847.32
Concrete walks	52.89	s.y.	5.00	264.45
Coarse crushed material	2270	c.y.	3.40	7,718.00
3/4"-0" in base	370	c.y.	3.50	1,295.00
Sprinkling	120	M/gal.	5.00	60.00
Class B asphaltic concrete	704.255	tons	9.00	6,338.30
8" sewer pipe	108	l.f.	2.00	216.00
18" sewer pipe	378	l.f.	2.00	756.00
Flagging	--	--	--	79.84
Exploration	--	--	--	117.29

Subtotal, Contract Items	$22,886.62
Engineering & Contingencies	3,477.42
Survey	1,131.58
TOTAL	$27,495.62
Agreed State Share....	$20,000.00
Agreed City Share.....	$ 7,495.62
City Advance Deposit..	4,400.00
BALANCE DUE FROM CITY.	$ 3,095.62'

ECA:mm

(Reference: Billing Form cc-806)

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

A-20 (REVISED 1-60)

COUNTY Washington

HIGHWAY City Street

SECTION Banks (Sunset Ave.)

PREFIX NO. 334-1714-201(01)

CONTRACT NO. 6137

ESTIMATE NO. 4 Final

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	REMOVAL OF MISC CONCRETE AND MASONRY	LUMP SUM	3000000	1000	30000	30000	
002	DRAINAGE EXCAVATION UNCLASSIFIED	CU YDS	20000	84960	16992	16992	
003	GENERAL EXCAVATION UNCLASSIFIED	CU YDS	7500	1930400	144780	150000	CR 5220
004	12-INCH SEWER PIPE	LIN FT	30000	153000	45900	45900	
005	CONCRETE INLETS TYPE G	ONLY	1100000	5000	55000	55000	
006	ADJUSTMENT OF MANHOLES	ONLY	1500000	1000	15000	15000	
007	CONCRETE CURBS	CU YDS	450000	47060	211770	211770	
008	CONCRETE DRIVEWAYS	SQ YDS	60000	141220	84732	84732	
009	CONCRETE WALKS	SQ YDS	50000	52890	26445	26445	
010	COARSE CRUSHED MATERIAL IN BASE	CU YDS	34000	2270000	771800	771800	
011	3/4 IN-0 MATERIAL IN BASE	CU YDS	35000	370000	129500	129500	
012	SPRINKLING	M-GALS	50000	12000	6000	5250	750
013	CLASS B ASPHALTIC CONCRETE	TONS	90000	704255	633830	627080	6750
111	8 IN SEWER PIPE	L F	20000	108000	21600	21600	
121	6 INCH SEWER PIPE	LIN FT	20000	378000	75600	75600	
801	FLAGGING				7984		7984
802	EXPLORATION				11729		11729

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
DATE 12/ 6 /62	CONTRACT NO. 6137			
	TOTAL CONTRACT ITEMS	2268949	2266659	2290
PREVIOUS VOUCHER NO. 27101	0 % RETAINED ON CONTRACT ITEMS		1,545.94	1,545.94
CHECKED BY CH ON ba	FORCE ACCOUNT	19713		19713
ENGINEER OR AUDITOR L. A. Johnston	TOTAL PAYMENTS	22,886.62	21,120.75	1,765.87

RECEIVED
DEC 11 1962

FOR FILING

6137

December 10, 1962

The Aetna Casualty & Surety Co.
Portland Service Dept.
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

On November 26, 1962 you were notified of the release of final payment on contract #6137, awarded to M & M Paving Co. for grading and paving in Banks on the Sunset Ave. Section in Washington County.

Final payment on this contract is $1,765.87 and the total contract amount is $22,886.62, including $197.13 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HWY. COMMISSION

al
cc:
Waltz & Wieber Ins. & Real Est.
1831 Pacific Ave.
Forest Grove, Oregon

C. H. Maison

NOTED ON CARD
AL

RECEIVED
NOV 23 1962

FOR FIL

6137

November 23, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed October 5 on Contract 6137. The contract was with M & M Paving Company and was for grading and paving on the Banks (Sunset Avenue) City Street Section in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 21, 1962 and that you concur in this procedure at the Commission meeting on December 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

RLP:ajw

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 17, 1962

Section Banks (Sunset Avenue.)

Kind of work Grading & Paving

Highway City Street County Washington

Section prefix 334-1714

Contractor M. M. Paving Company

Contract number 6137

Date of contract July 2, 1962

Specified work days 50

Date work started July 19, 1962

Work days used 46

Project authorization $ 23,301.56

Exclusive of engineering $ 21,644.56

Per cent of time elapsed 92 %

Estimated cost of completed project, exclusive of engineering $ 22,886.62

Estimated per cent overrun of ~~underrun~~ 9.38 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $1,657.00

Engineering cost to date $ 2,600.00, 156.91 %

Date project was completed October 5, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%	100%	100%	100%	100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Letter of acceptance from the Mayor of the City of Banks was received on Wednesday, November 14, 1962.

Semi-Final Report was turned in to the Division Office on, November 15, 1962.

NOTED
R. L. PORTER

Note: This will be the Final Weekly Report on this project.

CONSTRUCTION DIVISION
RECEIVED
NOV 19 1962
NOTED
COE

NOTED
JOHN R. OAKES

NOTED M. N. JUVE

Signed Resident Engineer

Address P.O. Box 4699 Sellwood Sta., Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.18	0.18			0.18
Miles partially completed	-	-			-
Miles completed	0.18	0.18			0.18
Total estimated quantities (contract)	2,000	2,075			760
Total quantities corrected to date	1,930	2,640			704
Estimated quantities moved or placed to date	1,930	2,640			704
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time	0	0			0
Number shifts per day	0	0			0
Hours per shift	0	0			0
Average force on project for week	0	0			0

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

CITY of BANKS

BANKS, OREGON

NOTED
[illegible] C. Myers

NOTE
H. S. CO

July 18, 1962

NOTED
DON HARWELL

RECEIVED
JUL 1 1962
ENGINEER
COUNTY & CITY RELATIONS

State of Oregon
State Highway Department
Salem, Oregon

Dear Mr. [illegible]

This is to inform you that the work that the City agreed to do, to relocate the fire hydrants and [illegible] lines. Also, the [illegible] was moved back. Was completed July 18, 1962.

Sincerely,

Estelle Medearis

Estelle Medearis
City Recorder

Copy sent to Al Johnson
7/19/62
HCA

NOTED
Harold C. Ayers

NOTED
H. S. COX

July 2, 1962
Salem, Oregon

NOTED
DON HARWELL

City of Banks
Sunset Avenue
$250,000 Project

NOTED
[illegible]

Mr. L. H. Young

OFFICE

NOTED
R. H. PRANGE

The City has deposited their check in the amount of $4,440.00 as their advance deposit on subject project.

This project is now clear for award of a contract.

The Commission approved this project on November 16, 1961.

Harold C. Ayers
County and City Relations Field Engineer

HCA:eb
CC: John Herr

RECEIVED
JUL 2 1962
FOR FILING

334-104

61-7

June 29, 1962

M and M Paving Company
Route 2, Box 166
Cornelius, Oregon

Gentlemen:

The State Highway Commission on June 29, 1962, accepted your bid in the amount of $20,612.50 for grading and paving on Banks (Sunset Avenue) Section of city street in Washington County, which was the low bid received for that job on June 27, 1962.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
I. H. Young
R. G. Savage (SIAC)

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

June 28, 1962

Ms. Estelle Medearis
City Recorder
City Hall
Banks, Oregon

Dear Ms. Medearis:

On June 27, the State Highway Commission opened bids on the Special City Allotment project on Sunset Avenue. The low bid was submitted by the M&M Paving Company of Cornelius and the revised estimate based on this bid is as follows:

Bid Items	$20,612.50
Flagging	100.00
Engineering & Contingencies	2,589.06
Survey	1,100.00
Total Anticipated Cost...........	$24,401.56

As per the agreement between City and State, City is to pay all costs in excess of $20,000. As the contract cannot be awarded until the City's advance deposit is in our hands, will you please, by return mail, send a check to this office in the amount of $4,400 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

NOTED
Harold C. Ayers

H. C. Ayers
Field Engineer

HCA:mm

cc: Hon. N. S. Smith

Deposit Received 4,440.00 - 7-2-62

RECEIVED
JUN 11 1962
FOR FILING
334-1714
137

Salem, Oregon
June 6, 1962

$250,000 Fund Agreement
City of Banks

Mr. H. S. Cox
City & County Relations Engineer
Office

Attention: Mr. H. C. Ayers
County & City Relations Field Engineer

Attached is an executed copy of an agreement with the City of Banks covering the Special City Allotment project on Sunset Avenue in the City of Banks.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Banks.

Secretary

rn
Attach: 1

Banks (Sunset Ave) Sect

Grading and Paving

ESTIMATE

Item No.	Item	Quantity	REV 5-14-62 Unit Price	Amount
1	Removal of Miscellaneous Concrete and Masonry	All Specified		$ 200–
2	Drainage Excavation Unclassified	35 Cu Yds	4–	140–
3	General Excavation Unclassified	2000 " "	1.50	3000–
4	12-inch Sewer Pipe	180 Lin Ft	3–	540–
5	Concrete Inlets, Type G	3 Only	150–	450–
6	Adjustment of Manholes	2 "	75–	150–
7	Concrete Curbs	54 Cu Yds	50–	2100–
8	Concrete Driveways	150 Sq Yds	5.50	825–
9	Concrete Walks	8 " "	5.50	44–
10	Coarse Crushed Material in Base	1750 Cu Yds	3.50	6125–
11	3/4"-0 Material in Base	325 " "	4–	1300–
12	Sprinkling	55 M-Gals	4–	220–
13	Class "B" Asphaltic Concrete	760 Tons	10–	7600
				$ 23,294–
	Anticipated Items			
	Flagging (State Share)			100–
				$ 23,394–
			12½%	2924.25
				$ 26,318.25

NOTED
H. S. COX

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
H. S. COX

RECEIVED
DEC 8 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED

LOCATION PROSPECTUS
SUNSET AVENUE SECTION
CITY OF BANKS
WASHINGTON COUNTY

12-7-61

The following prospectus is submitted concerning the above-mentioned city street in the city of Banks.

The westerly terminus of the project is Main Street and the easterly terminus is the Southern Pacific Railroad right of way. The overall length of the project is 0.18 mile.

This will be a location survey to prepare plans, specifications, and estimates for grading and paving on the existing alignment. The work will involve grading alongside the existing paved section, construction of concrete curbs, the placement of crushed aggregate surfacing, and the placement of asphaltic concrete 32 feet in width.

The typical section will consist of a 24-foot travel way with a 4-foot shy distance to the curb. The approved base design, on new work, by G. L. Decker is:

Paving	3"
Top Course, Base	2"
Bottom Course, Base	13"
Total Depth	18"

The approved base design over existing surfacing is:

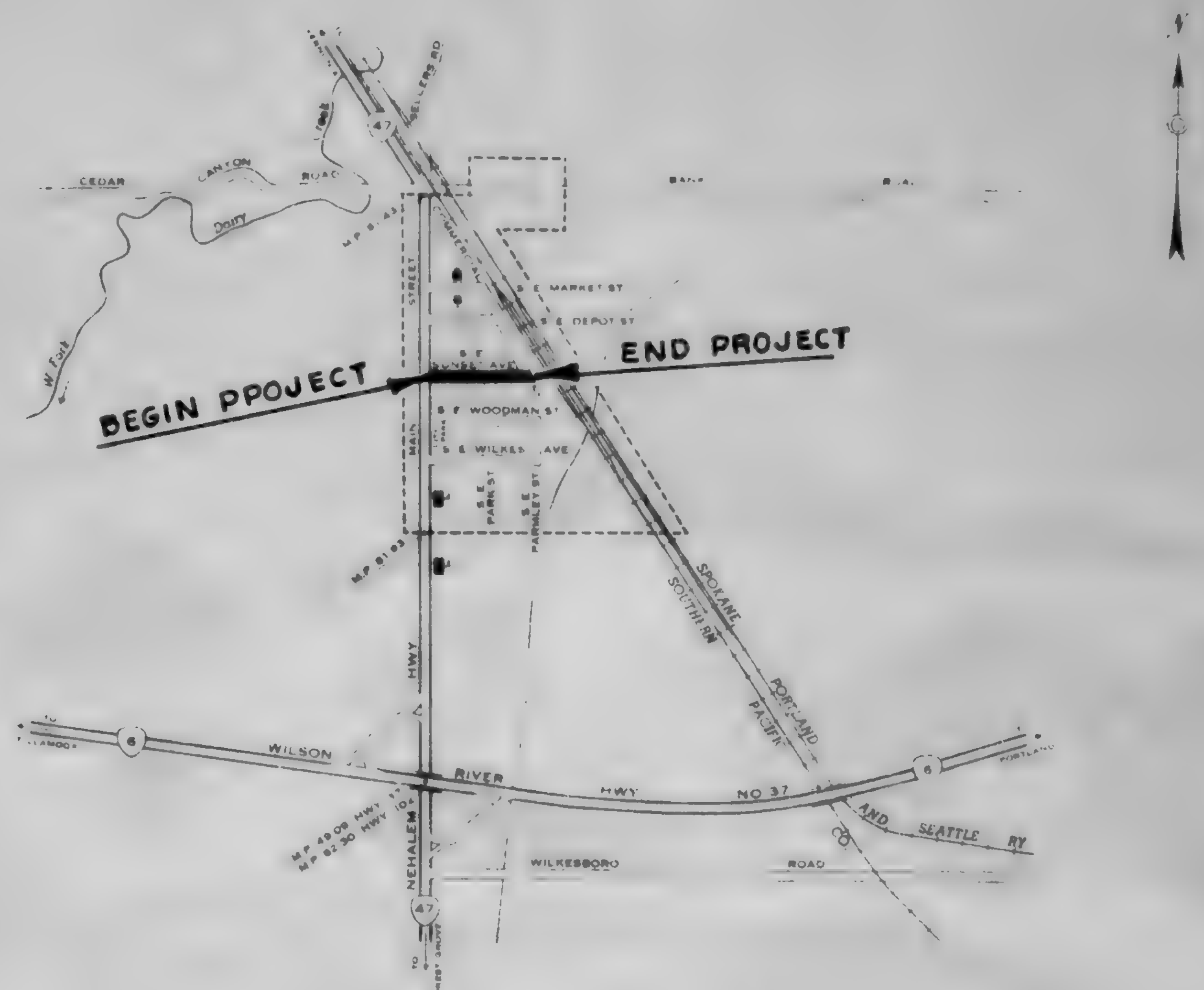
Paving	3"
Top Course, Base	2"
Bottom Course, Base	8"
Total Depth	13"

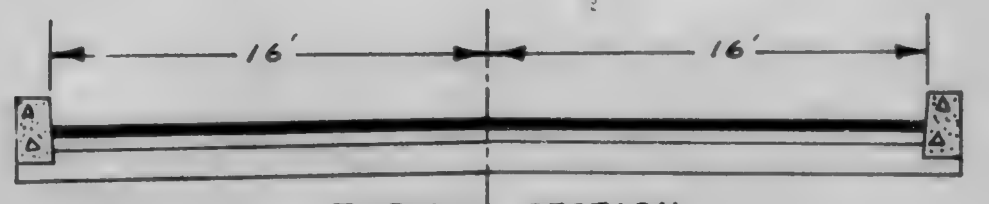
Final agreements with the city will be necessary.

December 7, 1961

Attach.

cc Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
A. E. Johnson (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
H. S. Cox ✓
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
Fred Sugnet
Walter T. Wright (3)
L. H. Young





TYPICAL SECTION

PROSPECTUS MAP

SUNSET AVE.
BANKS

WASHINGTON COUNTY

DEC., 1961

LEGEND

●	Post Office	●	Public Bldg
●	School		City Hall
●	R. R. Depot		Court House
			Armory
			Library

Street open for travel
Street dedicated but not open
--- City Limits

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 347

Scale in Feet

February 1, 1961

11-17-61

PRELIMINARY ESTIMATE - 1962 $250,000 Fund Project

CITY OF BANKS

Sunset Avenue from Main Street to SPRR right-of-way, a distance of approximately 0.18 mile.

Construct 32' street section.

Grade shoulder areas outside center 19' paved section. Place 14" of base rock in excavated area, 7" on present pavement; 2" leveling course and 3" asphaltic concrete 32' in width. Concrete curbs 0.16 mile.

Item	Quantity		@	Total
Excavation common	450	c.y.	$ 1.25	$ 562.50
Excavation Dr.	40	c.y.	4.00	160.00
Concrete curbs	60	c.y.	50.00	3,000.00
12" concrete pipe	100	l.f.	3.00	300.00
Concrete catch basins	4	each	100.00	400.00
Adjust catch basins	3	each	50.00	150.00
Adjust manholes	3	each	50.00	150.00
Adjust lampholes	2	each	25.00	50.00
Coarse crushed material	1300	c.y.	3.00	3,900.00
3/4"-0" in base	250	c.y.	3.75	937.50
Sprinkling	40	M/gal.	4.00	160.00
Class B asphaltic concrete	620	c.y.	11.00	6,820.00
				$16,590.00
12-1/2% engineering and contingencies				2,073.75
Survey				950.00
TOTAL ESTIMATE				$19,613.75

NOTE: City to pay $3,000 for curb construction.

HCA:mm
11/17/61

Division No. I

City: Banks
County: Washington
Population: 1950 376
1960 349

Proposed Project - 1962: Sunset Avenue from Main Street to the Southern Pacific railroad right-of-way, a distance of approximately 0.18 mile. Grade; salvage present 19' paved section; place curbs, base rock, and asphaltic concrete pavement.

	State	City	Total
Estimated Cost:	$ 17,000	$ 3,000	$ 20,000

Remarks: This street is receiving excessive wear and is in poor condition due to traffic to sawmill and fruit processing plants.

Recommendation: Approval recommended.

BANKS (SUNSET AVENUE) SECTION

WASHINGTON COUNTY

Estimate for construction of 32 foot paved street with curbs:		$ 24,700.00
Plus drainage plan #1 east end	($400.00)	
drainage plan #3 east end	($3,200.00)	
drainage plan #4 west end	($4,000.00)	
Plus Concrete driveways between curb and walk and AC otherwise	($550.00)	
All asphaltic concrete driveways	($600.00)	

Estimate for construction of 39 foot paved street with curbs:		$ 27,500.00
Plus drainage plan #1 east end	($400.00)	
Drainage plan #3 east end	($3,200.00)	
drainage plan #4 west end	($4,000.00)	
Plus removal and reconstruction of sidewalks with not paved driveways	($1,100.00)	

39 foot street would require moving of power and telephone poles from street area. Also gasoline pumps require moving. Curb radii on Park and Main St require removal and reconstruction. Existing walk would require removal at driveways to alow for depressing to gutter grade.

Drainage plan #4 would require adjustment of utilities located in this area.

Drainage plan #3 would require easement and agreement with Railroad.

Drainage plan #1 is not sufficient to accomodate the 10 year design storm.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Proposed — Proposed

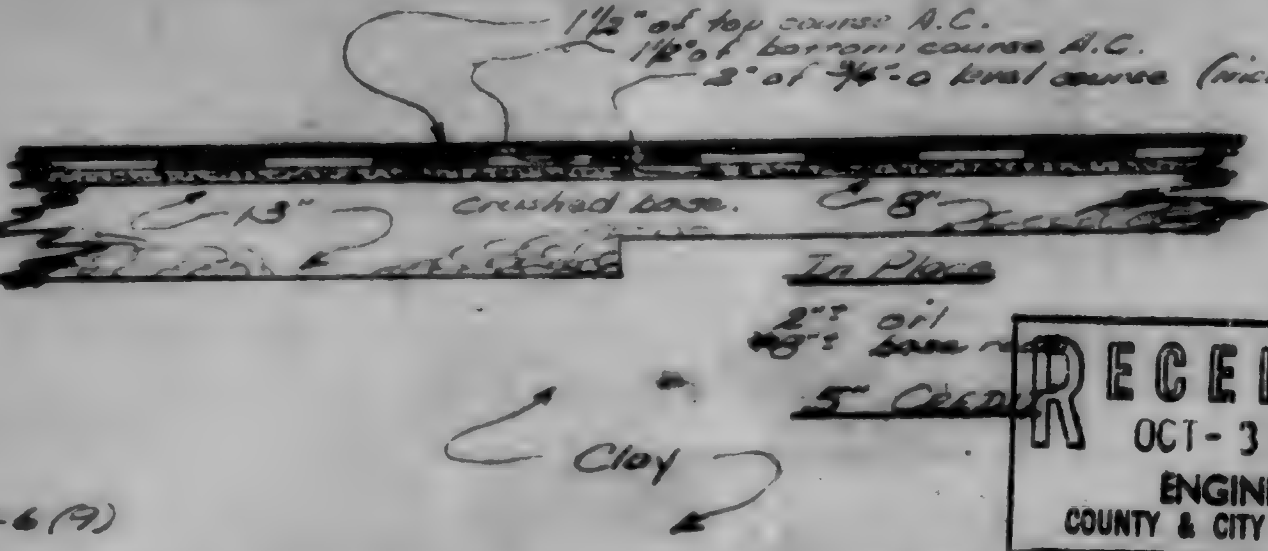
Section Sunset Ave. Highway Banks City Street County ________ Profile ________

Engr. ________ Approx. Length of Project 0.[illegible] Miles. W. Sta. Jct. w/ Main St. to E. Sta. S.P. & S. R.R. Tracks Date 9-28-61

TYPICAL SECTIONS Traffic Classif. – Medium Heavy ** (Lumber & Log Trucks)

Oiled width 19'
New Work — Existing Roadway

1½" of top course A.C.
1½" of bottom course A.C.
2" of ¾"-0 level course (mix-binder



Soil
PI
% H2O
% Gravel
% Sand
% Silt
% Clay
R-Value

Classif. – A-6 (9)

RECEIVED
OCT - 3 1961
ENGINEER
COUNTY & CITY RELATIONS

Required Base & Year: Crushed	Required Base & Year: Not Crushed	Designed Base & Year: Exist. Surf. Allow.	Designed Base & Year: New Work	
New Work				
			3	A.C.
			2	Level
		②	13	Cr. Base
18			18	
Over Existing Roadway				
			3	
			2	
			8	
		5		
18			18	

** Information on traffic from H.C. Ayers.
Soil survey and recommended surfacing thickness completed at the request of County-City.
② The base course has been increased 25% due to the high LL, PI, and clay content of the typical soil.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. ¼ Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	Limits LL 37	PI 12	To be used for.
Representative test of existing base.	556922	- -	Cr. Rock	3"	20.6	4.6	- - -	- - -	29	0	
Suitable material source to be determined by the Engineer.											

Paving Type: Local materials are adaptable to A.C. construction and Municipal preference.

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
[illegible] Division

Submitted by S. L. Decker
Staff Assistant

Recommended by C. V. Wageman
Engineer of Materials

Recommended by L. H. Young
Asst. Construction Engineer

Approved by [illegible]
Deputy State Highway Engineer

6-13-61

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Banks is an incorporated city of the State of Oregon and has a population of 350 as given by the latest official census; and

WHEREAS, the following streets of said city,

S.E. Sunset Ave

S.E. Depot St.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

cc-50 (1959 Rev.)

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Banks does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Fred Caldwell as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 13 day of June, 1961.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Banks at a regular or ~~special mee~~ting of said Council, held on the 13 day of June, 1961, and the above copy is a true and correct copy of the original and of the whole thereof.

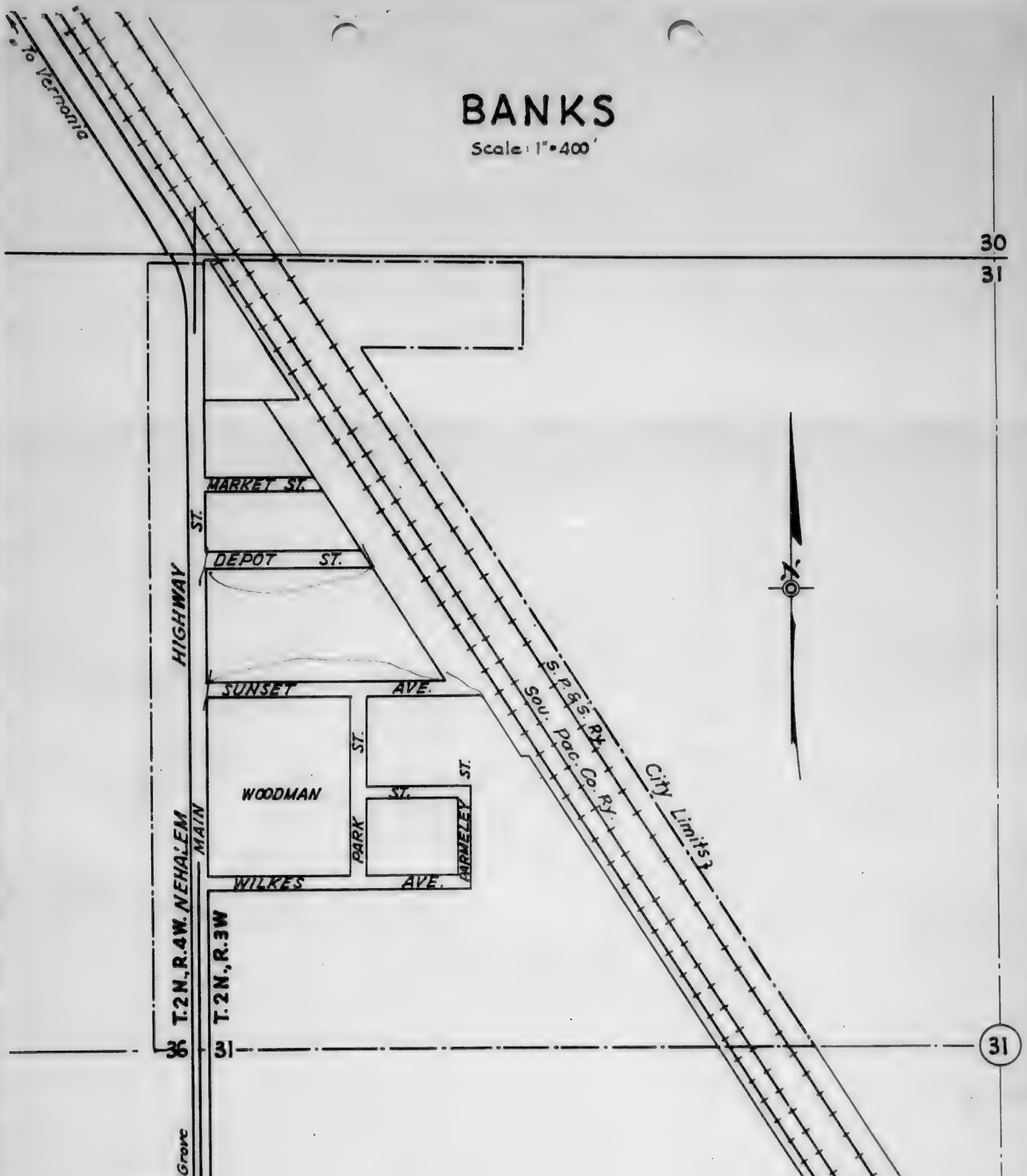
Dated this 15th day of June, 1961.

H. Clark Powers
City Recorder

cc-50 (1959 Rev.)

BANKS

Scale: 1" = 400'



Fred Coldwell

32
24
8

BANKS to Grugg

Scale: 1" = 400'

32✓

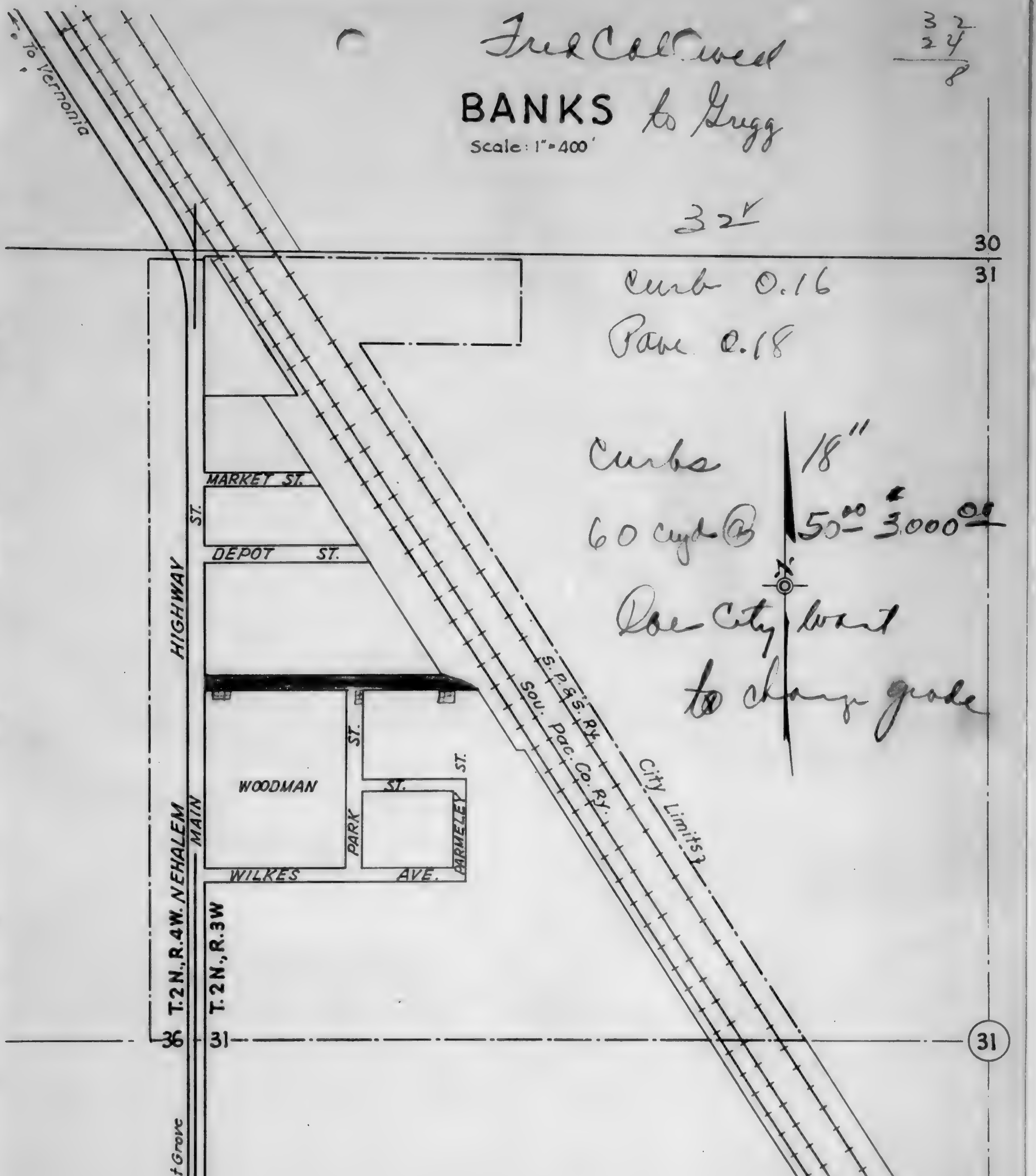
Curb 0.16

Pave 0.18

Curbs 18"

60 cuyd @ 50.00 3,000.00

Does City want to change grade



Rev. 8-2-50

4-11-61

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Banks is an incorporated city of the State of Oregon and has a population about of 350 as given by the latest official census; and

WHEREAS, the following streets of said city, Commercial Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

cc-50 (1959 Rev.)

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Banks does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Fred Caldwell as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 11th day of April, 1961.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---- ------------- -

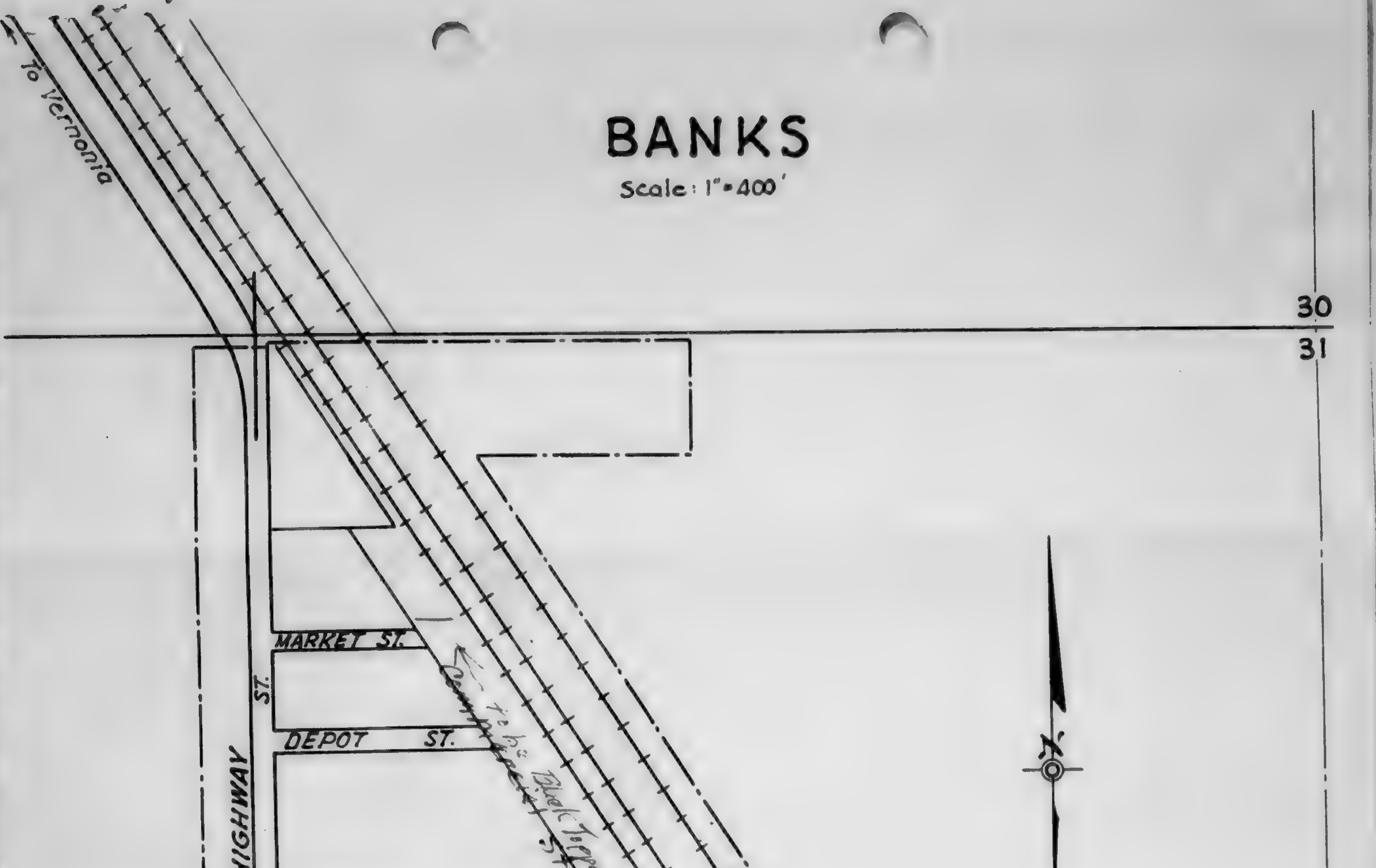
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Banks at a regular or special meeting of said Council, held on the 11 day of April, 1961, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 11 day of April, 1961.

H. Clark Towne
City Recorder

BANKS

Scale: 1" = 400'



Commercial St. was purchased from the Rail Road Company. A new mill is being built across the tracks and the rail road property leased for storage. There will be heavy traffic on it this summer.

REV. 8-2-50

S-331(3) Rock Cr.-Cutler Rd. Sec., FAS 1962
Rts. 445 & 174 (Lev. course &
#6133 Oil.)

CXA
2530

file fas 445

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-2[illegible]-61	CC [illegible]1		[illegible]1-1[illegible]-[illegible]7

Contract 6138
S-470(1) + S-331(2)

Gilliam County
Court House
Condon, Oregon

RECEIVED
JUN [illegible]
ENGINEER

INVOICE NUMBER 81927

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Rock Creek-Butler Road Section, FAS No's. 445 and 714. Covered by Agreement dated November 3, 1960.			
County advance deposit		20,000.00	
Amount previously transferred		15,000.00	
			5,000.00
County share total cost		17,422.66	
Amount previously transferred		15,000.00	
			2,422.66
Refund due county			2,577.34

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Pending with Request $

A 150 (REVISED 7-60)

June 22, 1964

NOTED
P. E. [illegible]

NOTED
DON HARWELL

NOTED
R. M. ALLISON

Gilliam County Court
Courthouse
Condon, Oregon

File

Gentlemen:

Final costs are now available on the Taylor Bridge, FAS 442, Contract No. 6185, and the Rock Creek-Shutler Road Section of FAS No's. 445 and 714, Contract No. 6138, as shown on the enclosed cost statement.

In accordance with agreements dated September 4, 1962 and November 3, 1960, the amount of $3,380.55 is due the County.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

NOTED
V. R. JONES

Transaction number [illegible]1(3)-63	Form [illegible]A U.S. DEPARTMENT OF COMMERCE (5-31-57) BUREAU OF PUBLIC ROADS	S[illegible] **Oregon**
Project report number [illegible] **8**	**MODIFICATION OF FEDERAL-AID** **PROJECT AGREEMENT** 3-5-64	County **Gilliam**
		Project number **S-331(3)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **August 7**, 19**62**, is hereby modified as follows:

Revised estimated total cost of project $ **19,144.00**

Revised Federal funds $ **12,075.16**

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **5** day of **March**, 19**64**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

Ass't. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **A. W. Parsons**
Division Engineer

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

USComm-DC 11170

6138

Form Approved; Budget Bureau No. 41-R2889

RECEIVED
8-27 1962
FOR FILING

MONT TRANSACTION NO.	FO /R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Gilliam
PROJECT REPORT NO. 4		PROJECT NO. S-331(3)

6138

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. from 2.1 mi. N.E. to Rock Creek

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-2-61	2.110
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT $ 16,266.00	FEDERAL FUNDS $ 10,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. H. Parsons
(Division Engineer)
L. R. Backlund
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer August 7, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Federal-Aid Secondary
Project No. S-331(3)

Oregon State Highway Department

WEST UNIT, ROCK CREEK-SHUTLER SECTION
OF FAS ROUTE 71A IN GILLIAM COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 30, 1962

Type Code 3210
Roadway (Sta. 0+00 to Sta. 111+40)(Contract 6138)

3/4" - 0 Material in Leveling Course	1,800 cu.yd.	$ 3.55	$ 6,390.00
Sprinkling	50 M-gal.	4.00	200.00
Preparation of Base	2.11 mile	200.00	422.00
Hauling and Placing 3/4" - 0 Material in Binder Course	200 cu.yd.	2.40	480.00
Hauling and Placing Aggregates	740 cu.yd.	2.40	1,776.00
MC-250 Asphalt	40 ton	46.00	1,840.00
120-150 Asphalt	50 ton	44.00	2,200.00
RS-1 Asphalt	30 ton	46.00	1,380.00
			$14,688.00
Flagging (57½% of Contractor's Cost)	All Required (25%)		$ 100.00
	Subtotal		$14,788.00
	10% Engr. & Cont.		1,478.00
	Total		$16,266.00

Length of Roadway - - - - - 2.110 Miles
Cost of Roadway Per Mile- - $7,745.71

Federal Funds -	$10,200.00
State Funds -	3,033.00
County Funds- -	3,033.00
	$16,266.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

A

RECEIVED
JUN 26 1963

FOR FILING

[illegible]
[illegible]
6138

June 26, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On June 6, 1963, we wrote to you concerning release of final payment on contract #6138, awarded to J. C. Compton Co., for leveling course-oiling the Rock Creek-Shutler section of FAS Routes 445 and 714 in Gilliam County.

Final payment on this contract is $1,646.92 and the total contract amount is $88,230.70. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

llc

cc: Glens Falls Insurance Co.,
Gordon Carey Ins. Agency
P. O. Box 117
McMinnville, Oregon

cc: J. C. Compton Co.,
P. O. Box 86
McMinnville, Oregon

cc: C. H. Maison
Attn.: John Herr

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 7, 1963

Section Rock Creek - Shutler Road

Kind of work Leveling Course and Oiling

Highway FAS 445 and 714 County Gilliam

Section prefix 511-1028

Contractor J. C. Compton Co.

Contract number 6138

Date of contract July 2, 1962

Specified work days 45

Date work started August 28, 1962

Work days used 45

Project authorization $99,626.63

Exclusive of engineering $92,542.07

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $88,230.70

Estimated per cent ~~overrun or~~ underrun . . . . 4.7 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization . . . . $ 7,084.56

Engineering cost to date $ 6,236.60, 88 %

Date project was completed May 27, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project completed, Semi - Final estimate submitted Tuesday.

FINAL REPORT

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
JUN 10 1963

W C Ferguson

Signed W. C. Ferguson

Address Box 362, Boardman

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		9.4		9.4	
Miles partially completed					
Miles completed		9.4		9.4	
Total estimated quantities (contract)		13,900 cy		520 ton 4,180 cy	
Total quantities corrected to date		13,106		496 4,115	
Estimated quantities moved or placed to date		13,106		496 4,115	
Average daily quantities		1,450		75 800	
Average daily quantities necessary to complete project on time		0		0	
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Windy		
Tuesday	Windy		
Wednesday	Windy		
Thursday	windy		
Friday	Windy		
Saturday			

RECEIVED
JUN 6 - 1963
FOR FILING
[illegible]
6138

9

June 5, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed May 27 on Contract No. 6138. The contract was with J. C. Compton and was for leveling course and oiling on the Rock Creek-Shutler Road Section of FAS Routes No. 445 and No. 714 in Gilliam County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 5, 1963, and that you concur in this procedure at the Commission meeting on June 10.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

May 31, 1963

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Gentlemen:

This is to advise you that work on the Rock Creek-Shutler Road Section, FAS Nos. 445 and 714 in Gilliam County was completed on May 27, 1963.

Under the terms of the agreement dated November 3, 1960, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Forrest Cooper
State Highway Engineer

by

Verne R. Jones
County and City Planning Engineer

VRJ:eb

NOTED
V. R. JONES

NOTED
Harold S. Ayers

County & City

NOTED
DON HARDELL

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

PROJECT INSPECTION AND DIVISION INSPECTION REPORT

5-27-63

Project Name Rock Cr.-Butler Contract No. 6138

Highway FAS 445 and 714 Prefix No. 511-102

County Gilliam F. A. No. S-331(3) S-470-(1)

Final inspection made on 5-23-63 (date) by H. S. Coulter

in company with L. C. Jensen, BPR, W. C. Ferguson, Tom Philbrick, Gilliam County Roadmaster, John Compton, Contractor

CHECK LIST

NOTED
R. H. PRANGE

NOTED
R. H. PRANGE

Date		Date	
5-21-63	Construction signs removed.	Not Appl.	Opened to traffic.
None	Salem Office notified to rescind construction speed zone.		
5-27-63	Contractor removed equipment from project.		
5-21-63	Roadside cleanup completed.		

RECEIVED
MAY 28 1963
ENGINEER
COUNTY & CITY DIVISION

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Road has very good riding quality. Shoulders had been torn up in places by contractors operations. These were going to be reshaped by contractor. Road widths measured in six or so places. All widths meeting design. Final processing of top seal to take place Monday May 27, 1963. Mr. Philbrick, Gilliam Co. was satisfied with job.

All contract work on this project has been completed and recommendation is made for acceptance on May 27, 1963 (date). The semi-final estimate will be submitted about June 1, 1963 (date).

cc: Office Engineer
Construction Engineer
Division Engineer
~~Maintenance Engineer~~
Resident Engineer
~~District Maintenance Supt.~~
~~Traffic Engineer~~
County & City
Gilliam County
B.P.R.

H S Coulter
(signed)

Asst. Division Engineer
(title)

6138

Form Approved; Budget Bureau No. 41-R2080

RECEIVED
AUG [illegible] 1962
FOR FILING

MONTHLY VERIFICATION NO.	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Gilliam
PROJECT REPORT NO. 4		PROJECT NO. S-470(1)

6138

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. From 7.3 mi. W. to Shutler

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-2-61	7.290
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 81,145.00	$ 51,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
By: L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer August 7, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Federal-Aid Secondary
Project No. S-470(1)

Oregon State Highway Department

EAST UNIT, ROCK CREEK-SHUTLER SECTION
OF FAS ROUTE AAS IN GILLIAM COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 20, 1962

Type Code 3210
Roadway (Sta. 0+00 to Sta. 384+90)(Contract 6138)

3/4" - 0 Material in Leveling Course	12,100 ton	$ 3.55	$42,955.00
Sprinkling	300 M-gal.	4.00	1,200.00
Preparation of Base	7.29 mile	200.00	1,458.00
Hauling and Placing 3/4" - 0 Material in Binder Course	710 cu.yd.	2.40	1,704.00
Hauling and Placing Aggregates	2,030 cu.yd.	2.40	4,872.00
Furnishing and Placing Aggregates	500 cu.yd.	6.40	3,200.00
MC-250 Asphalt	140 ton	46.00	6,440.00
120-150 Asphalt	160 ton	44.00	7,040.00
RS-1 Asphalt	100 ton	46.00	4,600.00
			$73,469.00
Flagging (57½% of Contractor's Cost)	All Required (75%)		$ 300.00
	Subtotal		$73,769.00
	10% Engr. & Cont.		7,376.00
	Total		$81,145.00

Length of Roadway - - - - 7.290 Miles
Cost of Roadway Per Mile- $11,131.00

Federal Funds -	$51,100.00
State Funds -	15,022.50
County Funds- -	15,022.50
	$81,145.00

State Funds for Const.: Chap. 173, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

NOTED
Harold C. Ayers

NOTED
H. S. COX

July 16, 1962

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
JONES

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit of $20,000 on the Rock Creek-Shutler Section, FAS Nos. 445 and 714. Contract No. 6138 covering this project has been awarded to J. C. Compton.

A copy of the contract and a set of plans are enclosed. If additional copies of either are required, please advise and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

OREGON STATE HIGHWAY DEPARTM

INVOICE

NOTED
Harold C. Ayers

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-5-62	CC 760		511-1028-297 NOTED H. S. COX

Gilliam County
Attn: County Court

INVOICE NUMBER
NOTED
DON HARWELL
75083

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$20,000.00
Partial transfer of county advance deposit for the Rock Creek-Shutler Road Section oiling, FAS Nos. 445 and 714. Covered by agreement dated Nov. 3, 1960.			15,000.00
To be retained	NOTED R. H. PRANGE		$ 5,000.00

RECEIVED
JUL - 6 1962
ENGINEER
COUNTY [illegible] RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request $
By

A 150 (REVISED 7-60)

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

RECEIVED
AUG 3 1962
FOR FILING

61-[illegible]

Salem, Oregon
July 3, 1962

Agenda Item 4-J

Cooperative Construction Agreement
Rock Creek-Shutler Section
FaS Routes 445 and 714
Gilliam County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. Don N. Harwell
Mapping & Records Engineer

Attached is a conformed copy of a cooperative construction agreement with Gilliam County covering the Rock Creek-Shutler Section of FAS Routes 445 and 714 in Gilliam County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Gilliam County.

Secretary

rn
Attach:

RECEIV
JUL 12 1962

FOR FILING

6138

July 2, 1962

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on June 29, 1962, accepted your proposal for leveling course and oiling on Rock Creek-Shutler Road Section of FAS Routes 445 and 714 in Gilliam County for the sum of $88,157.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project which has been assigned Contract No. 6138. Contract forms are being prepared and will be mailed to you for execution.

6138

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Pacific Builder & Engineer, Inc.
1945 Yale Place North
Seattle 2, Washington
Attention: Dorothy McCormack

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Daily Journal of Commerce
P. O. Box 932
Portland, Oregon
Attention: News Room

NOTED
J. Mc C.

fkn

RECEIVED
JUN 26 1962
FOR FILING

June 25, 1962

Oregon State Highway Commission

Gentlemen:

There will appear on the agenda of the Highway Commission meeting on June 29 the matter of entering into a co-operative federal-aid secondary construction agreement with Gilliam County, covering the Rock Creek-Shutler Section. This is on Routes 445 and 714.

It is recommended that this matter have your favorable consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

Floyd Query
cc G. S. Paxson
R. L. Porter
Victor D. Wolfe
H. S. Cox

RLP:ajw fn

Cox, County City Rel.

NOTED
H. S. COX.

NOTED
Harold C. Ayers

NOTED
DON HARWELL

RECEIVED
JUN 8 - 1962
ENGINEER
COUNTY & CITY RELATIONS

ON LAG 90 6-8-62 150P

MORGAN

WE HEREBY CERTIFY THAT WORK DONE BY GILLIA CXXX GILLIAM COUNTY AND AGGREGATES IN STOCKPILE FOR USE ON THE ROCK CREEK-SHUTLER SECTION FAS 445 AND 714 MEETS OUR MINIMUM SPEVXXX SPECIFICATIONS THAT WITH THE PLACING OF BASE ROCK AS SET FORTH UNDER CONTRACT THE SURFACING WILL MEET THE BASE DESIGN RECOMMENDED FOR THIS SECTION AND FURTHER IF PROPOSED CRUSHING OF SOME 500 CY 1/4-10 IS INCORPORATED UNDER CONTRACT, SUFFICIENT QUANTITIES ARE AVAILABLE FOR THIS WORK.

RE PINE CREEK ROAD-POCAHONTAS SECTION IN BAKER COUNTY FAS 506, FURTHER INVESTIGATIONS BEING MADE THIS DATE. WILL TELETYPE CERTIFICATION OR REJECTION.

COULTER
DJ

NOTED
R. H. PRANGE

NOTED

NOTED

NOTED
H. S. COX

MEMO TO FILES
May 23, 1962

NOTED
R. H. PRANGE

NOTED
DON HARWELL

RE: Rock Creek-Shutler Road Section
FAS 445 and 714
Gilliam County

A meeting was held in the Gilliam County Courthouse on May 16, 1962, at 8 P.M. to discuss the above project. Present at the meeting were Judge Burns, Commissioners Barnett and Rietman, County Clerk Morgan, County Roadmaster Boyce, R. H. Prange, and L. C. Smitton.

The Court was informed that in order to place the above project in suitable condition for oiling, an additional 13,000 yards (approximate) of 3/4-0 crushed rock would have to be produced and placed over the existing surfacing; and the Court was asked if it were possible for the County to crush and place this material or if it should be included in the oiling contract. The County Court unanimously approved the production of the 3/4-0 crushed material as part of the oiling contract (see attached letter) and also agreed to provide a material source free of charge to the contractor.

Inasmuch as the judge and commissioners were very anxious to have the project completed this summer, they were informed that the Highway Department would cooperate in every way possible to finish the oiling this year; however, there could be a few things such as weather and progress of the contractor which would have an effect on the completion date, but we would not sacrifice quality in order to complete the project this year.

On the morning of May 17, R. H. Prange called H. S. Cox in Salem and H. S. Coulter in La Grande and informed them of the results of the meeting with the County Court. Mr. Loren Weber, Resident Engineer in Condon, was contacted personally and given the same information.

It is herewith suggested that if the oiling portion of the contract cannot be completed this fall, perhaps the binder course could be put on to both hold the surfacing and carry the traffic over the winter until the oil mat could be constructed next year.

Robert H. Prange
R. H. Prange
County & City Relations Field Engineer

RHP:mm
cc: F. D. Morgan
G. A. Decker
J. E. Morelock
V. G. O'Neil
H. S. Coulter

JOHN D [illegible]

COUNTY COURT
JAS. D. BURNS--CO. JUDGE
LEO BARNETT--CO. COMMR.
VAN RIETMANN--CO. COMMR.

COUNTY OFFICERS
ANN M. CURRIE--ASSESSOR
EDWIN P. MORGAN--CLERK
VOLNEY THOMAS--SHERIFF
MARGARET GRABENHORST--TREAS.

GILLIAM COUNTY
CONDON, OREGON
OFFICE OF THE
COUNTY CLERK

NOTED
Harold C. Ayers

RECEIVED
MAY 21 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
DON HARWELL

Mr. H. S. Cox
County-City Relations Engr.
Oregon State Highway Department
Salem, Oregon

Re: FAS 445 and 714
Gilliam County, Oregon

Dear Mr. Cox:

The County Court has met with Mr. Prange of your office to discuss the above FAS projects.

The court is most anxious that this project be commenced at the earliest possible time. We now have sufficient matching funds set aside for these projects and would urge your earliest consideration.

We would like to ask that you include in the contract at the time of letting, an additional (approximately) 13,000 cubic yards of 3/4 -0 crushed rock, to be crushed and placed on subject project by the contractor.

Gilliam County will make available to the contractor, at no cost, a gravel pit located in Section 34, Tn. 2 North, R. 20., E.W.M.

Inasmuch as the oiling of this project depends upon warm weather, and since the funds for this project must be taken from the present budget, we ask that an early consideration be given these two projects.

Very truly yours,

GILLIAM COUNTY COURT

By Jas. D. Burns
County Judge
Leo Barnett
Commissioner
Van Rietmann
Commissioner

RECEIVED
1962

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1962

SUBJECT: Rock Creek-Shutler Road
FAS 445 and FAS 714
Gilliam County

To: Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 908
LaGrande, Oregon

We are in receipt of Resident Engineer Loren Weber's May 11th report on surfacing rock in place on the subject project. With checks of both levelling and base rock made each 1/10 of a mile, the report is very comprehensive, showing both depths and condition of the rock.

The extent of the sections contaminated by use of rejects to "set up" the base, and other operations has been determined.

The report shows the total depth of base rock to be generally deficient of the specified 13-inches. Quantities are shown to correct deficiencies in depth and provide an extra 1½-inches over the contaminated sections (refer to my letter of 9-7-61 to L. H. Young regarding this). This quantity amounts to 12,650 cu. yds. of 3/4-0 material.

Proper base certification cannot be made until these deficiencies are corrected. This matter was discussed with Mr. H. S. Cox today. Mr. Cox will notify the County of their obligation to provide the needed material.

It is very essential that specification material be produced and properly placed. Will you please provide whatever assistance is required from the County to accomplish this. Mr. Weber's "Test Holes in Base Rock" tabulation provides the data needed for judicious placing of this material.

F. D. Morgan
Construction Engineer
By G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:bjh
Attachments
cc: R. L. Porter
H. S. Cox (3)
L. A. Weber
F. W. Yarbrough

RECEIVED
MAY 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Form [illegible]

10" Base
3" Level

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 1 OF 4 SHEETS

Rock Cr. — Shutler Sta.
April 25, 1962

Test Holes in Base Rock

M.P. from Rock Cr. End

	M.P.	Leveling	Base	Remarks
Bridge	0.00			
#1	0.10	3"	12"	Base Rock Clear to Intersection.
2	0.20	2	10	
3	0.30	3	7	
4	0.40	2½	11	
5	0.50	3	8	
6	0.60	2	8	
7	0.70	2½	8½	
8	0.80	3	5	
9	0.90	2½	9½	
10	1.0	2½	5½	
11	1.1	1½	3	
12	1.2	3	3	
13	1.3	Fill out at Base Mat'l.		
14	1.4	2	10	
15	1.5	2	10	
16	1.6	1½	7½	
17	1.7	1½	9	
18	1.8	1½	10	
19	1.9	2	11	
20	2.0	3	8	
21	2.1	1½	9½	
22	2.2	3	9	At Intersection with Rd. to Blalock
23	2.3	2½	10½	Sample taken
24	2.4	2½	11½	
25	2.55	2	11	

Form E-40—30M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 2 OF 4 SHEETS

	M.P.	Leveling	Base					
#26	2.6	2½	9		Reject on top			
27	2.7	2	11					
28	2.8	2½	9					
29	2.9	2	8					
30	3.0	1	9					
31	3.1	1½	10					
32	3.2	1½	12½					
33	3.3	2	8					
34	3.4	2	10					
35	3.5	1½	11					
36	3.6	2	11					
37	3.7	2	12					
38	3.8	2	9					
39	3.9	2	9½					
40	4.0	2½	8½					
41	4.1	2	9					
42	4.2	2½	8½					
43	4.3	2	10					
44	4.4	2	10					
45	4.5	2	9		Reject on top			
46	4.6	2½	9½					
47	4.7	2	11		Sample taken			
48	4.8	1½	11					
49	4.9	2	11					
50	5.0	2½	9½					
51	5.1	2	10					

(Extra ½" to correct)

Form E-49-3004

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 3 OF 4 SHEETS

	M P	Level	Base	
#52	5.2	3	10	Just measured Leveling
53	5.3	2	10	"
54	5.4	2	10	"
55	5.5	2	10	Mud pumped up in Base
56	5.6	2	9	
57	5.7	2½	9½	
58	5.8	2	9	
59	5.9	1½	8	
60	6.0	2½	10	Mud pumped up in Base
61	6.1	1½	10	"
62	6.2	3	9	
63	6.3	3	10	
64	6.4	3	10	
65	6.5	2	8	Mud pumped up in Base
66	6.6	1½	9	
67	6.7	2½	10½	Dirty
68	6.8	1½	11½	Sample taken
69	6.9	3	10	Dirty (Mat'l from Cut Placed in with Base Rock)
70	7.0	2½	10	
71	7.1	2	9	
72	7.2	3	10	Fill made out of Base Rock
73	7.35	2	10	
74	7.4	2	11	
75	7.5	2	10	
76	7.6	1½	10	
77	7.7	1½	9½	

Extra ½" of Base

TABULATION SHEET

OREGON STATE HIGHWAY
DEPARTMENT

SHEET 4 OF 4 SHEETS

	MP	Level	Base		
78	7.8	3/4	10	Level course thrown off on curve Base Dirty	Extra 1½" to Correct
79	7.9	1½	9	Mud Pumped up	
80	8.0	1	9		
81	8.1	1½	11½	Mud	
82	8.2	1½	9	"	
83	8.3	2	8	"	
84	8.4	1½	7½	"	
85	8.5	1½	10	Fill out of Base Rock	
86	8.6	1½	10		
87	8.7	2½	10½		
88	8.8	1½	9½		
89	8.9	2½	8½		
90	9.0	1½	8½		
91	9.1	1½	10½		
92	9.2	2½	10	Fill out of Base Rock	
93	9.3	2	8½		
94	9.4	2½	7½		
95	9.55	2½	10		
96					

Form B-60—[illegible]

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 1 OF 5 SHEETS

Rock Cr. — Shutler Sta

Quantities

Factor 9.777778

	Needed							
Sta.	Leveling	Base	to Go	Conv.	Area	Vol.	to 15' depth	
1	0	0	0	0				
						18.8		
2	1	0	1	.08	1.92			
						58.7	18.8	
3	0	3	2	.17	4.08			
						49.3	18.8	1.92
4	1/2	0	1/2	.04	.96			
						28.2	18.8	1.92
5	0	2	1	.08	1.92			
						58.7	39.9	4.08
6	1	2	2	.17	4.08			
						70.4	30.5	3.12
7	1/2	1 1/2	1 1/2	.13	3.12			
						79.8	58.7	6.00
8	0	5	2 1/2	.21	5.04			
						63.4	54.0	5.52
9	1/2	1/2	3/4	.06	1.44			
						54.0	44.6	4.56
10	1/2	3 1/2	2	.17	4.08			
						70.4	58.7	6.00
11	1/2	2	1 1/2	.13	3.12			
						49.3	39.9	4.08
12	0	2	1	.08	1.92			
						18.8	18.8	1.92
13	0	0	0	0	0			
						619.8	401.5	

Form E-40—3004

TABULATION SHEET

OREGON STATE HIGHWAY
DEPARTMENT

SHEET 2 OF 8 SHEETS

	Level	Needed Base	to Go	Conv.	Area	Vol.	+ to 13" Depth	
						18.8		
14	1	0	1	.08	1.92			
						37.5		
15	1	0	1	.08	1.92			
						72.7	28.2	2.88
16	1½	2½	2¾	.23	5.52			
						93.9	35.2	3.60
17	1½	1	2	.17	4.08			
						70.4	9.4	0.96
18	1½	0	1½	.13	3.12			
						49.3		
19	1	0	1	.08	1.92			
						37.5	18.8	1.92
20	0	2	1	.08	1.92			
						58.7	30.5	3.12
21	1½	½	2	.17	4.08			
						49.3	18.8	1.92
HP 3.7 22	0	1	½	.04	.96			
						18.8	9.4	0.96
23	½	0	½	.04	.96			
						18.8		
24	½	0	½	.04	.96			
						28.2		
25	1	0	1	.08	1.92			
						37.5		
26	½	1	1	.08	1.92			
						591.4	159.7	

Form E-49—30M

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET 3 OF 8 SHEETS

	Level	Needed Base	to Go	Conv.	Area	Vol.	+ to 12" Depth	
						37.5	9.4	.96
27	1	0	1	.08	1.92			
						37.5	9.4	.96
28	1½	1	1	.08	1.92			
						58.7	30.5	3.12
29	1	2	2	.17	4.08			
						89.17	30.5	3.12
30	2	1	2½	.21	5.04			
						79.8	9.4	0.96
31	1½	0	1½	.13	3.12			
						61.0		
32	1½	0	1½	.13	3.12			
						70.4	18.8	1.92
33	1	2	2	.17	4.08			
						58.7	18.8	1.92
34	1	0	1	.08	1.92			
						49.3		
35	1½	0	1½	.13	3.12			
						49.3		
36	1	0	1	.08	1.92			
						37.5		
37	1	0	1	.08	1.92			
						49.3	9.4	0.96
38	1	1	1½	.13	3.12			
						61.0	9.4	0.96
39	1	½	1½	.13	3.12			
						739.2	145.6	

Form E-49—3M

TABULATION SHEET

ORECON STATE HIGHWAY
DEPARTMENT

SHEET 4 OF 8 SHEETS

	[illegible] Level	Base	to Go	Conv.	Area	Vol.	[illegible]	
						61.0	9.4	0.96
40	1/2	1 1/2	1 1/2	.13	3.12			
						61.0	18.8	1.92
41	1	1	1 1/2	.13	3.12			
						61.0	18.8	1.92
42	1/2	1 1/2	1 1/2	.13	3.12			
						49.3	9.4	0.96
43	1	0	1	.08	1.92			
						37.5		
44	1	0	1	.08	1.92			
						49.3	9.4	0.96
45	1	1	1 1/2	.13	3.12			
						49.3	9.4	0.96
46	1/2	1/2	1	.08	1.92			
						37.5		
47	1	0	1	.08	1.92			
						49.3		
48	1/2	0	1 1/2	.13	3.12			
						49.3		
49	1	0	1	.08	1.92			
						37.5		
50	1/2	1/2	1	.08	1.92			
						37.5		
51	1	0	1	.08	1.92			
						18.8		
52	0	0	0	0	0			
						598.3	75.2	

Form E-49—30M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 5 OF 8 SHEETS

	Needed							
	Level	Base	to Go	Conv	Area	Vol.	+ to 13" Depth	
						18.8		
53	1	0	1	.08	1.92			
						37.5		
54	1	0	1	.08	1.92			
						37.5		
55	1	0	1	.08	1.92			
						49.3	9.4	0.96
56	1	1	½	.13	3.12			
						49.3	9.4	0.96
57	½	½	1	.08	1.92			
						49.3	9.4	0.96
58	1	1	1½	.13	3.12			
						61.0	30.5	3.12
59	½	2	1½	.13	3.12			
						61.0	18.8	1.92
60	½	0	½	.13	3.12			
						61.0		
61	½	0	1½	.13	3.12			
						39.9	9.4	0.96
62	0	1	½	.04	0.96			
						9.4	9.4	0.96
63	0	0	0	0	0			
						0		
64	0	0	0	0	0			
						39.9	18.8	1.92
65	1	2	2	.17	4.08			
						513.9	115.1	

Form E-40—30M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET 6 OF 8 SHEETS

	Wetted Level	Base	to Go	Comp	Area	Vol.	+ to 13: Path	
						79.8	30.5	3.12
66	1½	1	2	.17	4.08			
						49.3	9.4	0.96
67	½	0	½	.04	.96			
						39.9		
68	1½	0	1½	.13	3.12			
						30.5		
69	0	0	0	0	0			
						9.4		
70	½	0	½	.04	0.96			
						39.9	9.4	0.96
71	1	1	1½	.13	3.12			
						30.5	9.4	0.96
72	0	0	0	0	0			
						18.8		
73	1	0	1	.08	1.92			
						37.5		
74	1	0	1	.08	1.92			
						37.5		
75	1	0	1	.08	1.92			
						49.3		
76	1½	0	1½	.13	3.12			
						70.4	9.4	0.96
77	1½	½	2	.17	4.08			
						84.5	9.4	0.96
78	2¼	0	2¼	.19	4.56			
						577.3	77.5	

Form E-40—3094

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET 7 OF 8 SHEETS

	Needed Level	Base	to Go	Conv.	Area	Vol.	[illegible]	
						845	9.4	0.96
79	1½	1	2	.17	4.08			
						98.6	9.4	0.96
80	2	1	3	.25	6.00			
						89.2		
81	1½	0	1½	.13	3.12			
						70.4	9.4	0.96
82	1½	1	2	.17	4.08			
						79.8	30.5	3.12
83	1	2	2	.17	4.08			
						93.9	44.6	4.56
84	1½	2½	2¾	.23	5.52			
						84.5	28.2	2.88
85	1½	0	1½	.13	3.12			
						61.0		
86	1½	0	1½	.13	3.12			
						39.9		
87	½	0	½	.04	0.96			
						49.3	9.4	0.96
88	1½	½	2	.17	4.08			
						70.4	18.8	1.92
89	½	1½	1½	.13	3.12			
						79.8	18.8	1.92
90	1½	1½	2½	.21	5.04			
						79.8	9.4	0.96
91	1½	0	1½	.13	3.12			
						981.1	187.9	

Form E-49—30M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET 8 OF 8 SHEETS

	Needed Level	Base	to Go	Conv.	Area	Vol.	+ 6 13' width	
						39.9		
92	½	0	½	.04	0.96			
						49.3	9.4	0.96
93	1	1½	2	.17	4.08			
						79.8	30.5	3.12
94	½	2½	2	.17	4.08			
						49.3	18.8	1.92
95	½		½	.04	.96			
						9.4		
96								
						227.7	58.7	
97								
					G.T.	4,848.7✓		
						1221.2		
						6069.9	13" Drop	

Plus .13 x 24 = $\frac{3.12 \times 5280}{27}$ = 610 cu yd/mile

610 x 6 = 3660
+ 6070
9730

9730 x 1.6981 = 16,523 tons

1.5 to 1½ inches for Dirty Rock

13" + 1" max where Dirty Rock was encountered.

FORM E-129-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
H. S. C

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

La Grande, Oregon
April 18, 1962

Honorable James D. Burns
Gilliam County Judge
Condon, Oregon

Lyle

Subject: Shutler Road - FAS 445
Rock Cr.-Shutler Rd.-FAS 714

Dear Sir:

Attached hereto you will find a copy of a report to this office from Mr. Cochran, Assistant Division Geologist reporting thickness of surfacing measured on the subject sections.

As you know, prior to calling for bids on a Federal Aid Secondary project, we are required to certify to the Bureau of Public Roads that any work done by county forces or under their control meets all minimum specifications for this work.

On the Shutler road section last year, the base rock was contaminated by addition of considerable fines from your reject pile as well as in grading operations in construction of the roadside ditches. Following this you concurred in our soil department's recommendation that the 3/4-0 leveling course be increased 50% from a depth of three inches to four and one-half inches. Measurements made by Mr. Cochran fall short of this four and one-half inches.

On the Rock Cr.-Shutler Road Section a specified surfacing consisted of ten inches pit run base and three inches of leveling course. The depths measured on this section also failed to meet these required depths.

Until such time as these minimum specifications are met, this office cannot recommend that our department give certification to the Bureau of Public Roads that would allow advertising for bids on these sections.

By copy of this letter, I am asking our Resident Engineer in Condon, Mr. Loren Weber, to contact your organization and see what can be done to meet these requirements and enable the contract to be let.

Very truly yours,

A. F. Parson
Division Engineer

By H S Coulter

H. S. Coulter
Assistant Division Engineer

HSC:dj
cc: H. S. Cox
F. D. Morgan
L. A. Weber

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 13, 1962

SUBJECT: Surfacing Depths
Shutler Road - FAS 445
Rock Cr.-Shutler Road-FAS 714

To: Mr. A.F. Parsen
Division Engineer
Oregon State Highway Dept.
La Grande, Oregon

__Shutler Road__

The following 3/4-0 leveling course depths were found. The specified depth was to be 4½". All mile points are from East end of the project.

Mile Point		
	1.0	1 3/4" of leveling course
	2.0	1 3/4" of leveling course
	3.0	2 1/4" of leveling course
	4.0	2 1/4" of leveling course
	5.0	4 1/2" of leveling course
	6.0	3 " of leveling course
	7.0	4 1/2" of leveling course

Previous checks show pit run base to meet specified depths.

__Rock Creek-Shutler Road__

The following 3/4-0 leveling course and pit run base depths were found. The specified depths are 10" pit run and 3", 3/4-0 leveling course. All mile points are from East end of the project.

Mile Point		
	0.5	2" - 3/4-0 leveling course 7" - Pit run gravel base 9" - Total
	0.75	3" - 3/4-0 leveling course 8" - Pit run gravel base 11" - Total
	1.0	3" - 3/4-0 leveling course 6½" - Pit run gravel base [illegible] - Total

Mile Point 1.5

1½" - 3/4-0 Leveling Course
7½" - Pit run gravel base
9" - Total

1.75

3" - 3/4-0 Leveling course
7" - Pit run gravel base
10" - Total

Neither of the above projects have the required depths of surfacing.

Gordon Cochran
GORDON COCHRAN
Geologist

GC:vm

cc: Construction Dept.
Mr. Loren Weber

NOTED
DON HARWELL

NOTED
Harold C. Ayers

Salem, Oregon
March 26, 1962

Inspection and Testing,
County FAS Projects

Mr. A. F. Parson
Division Engineer
La Grande, Oregon

NOTED
R. H. PRANGE

NOTED
V. R. JONE

Several projects in your division are of a co-operative nature wherein the county is doing the grading or surfacing or both and where it is necessary that base inspection be performed. These inspections are outlined in a letter dated September 27, 1961, and written by Mr. L. H. Young.

file this

This office must receive proper base certification on the Rock Creek-Shutler Road, FAS 445 & 714, Gilliam County and Diamond Prairie Road, FAS 468, Wallowa County not later than April 30, 1962, in order that these projects appear on the May 23rd letting.

Certification for Ebell Park-Pine Corner, FAS 506, Baker County must be made by June 4th, 1962 in order to appear on the June 27th letting.

This office is asking the county to notify both this office and also the division office when their basing operations begin, however; County-City Relations Division will notify your office of all project commencement as soon as such notification is received by this office.

H. S. Cox
County and City Relations Engineer

HSC:eb
cc: F. D. Morgan
L. H. Young
J. W. Nash

NOTED
JOHN D. GRAHAM

NOTED
V R JONES

Salem, Oregon
September 25, 1961

NOTED
H. S. COX

FAS 714 and ~~745~~ 445
Gilliam County

Mr. L. H. Young
Assistant Construction Engineer
OFFICE

NOTED
Harold C. Ayers

Don H.

On Wednesday, September 20, 1961, I met with Mr. Milton Boyce and we made a field check of Gilliam County Roads oiling project on FAS 714 and ~~745.~~ 445

At the present time Gilliam County is engaged in hauling and placing 3/4"-0" rock on the Shutler Road section. Mr. Boyce stated that the county would place whatever depth of this rock was necessary to correct the excessive fines in the base. He assured me that state inspectors were on the job testing the crusher output and also the placing of material on the roadbed. Mr. Boyce estimates that crushing operations will be completed in approximately three weeks.

H. S. Cox
County & City Relations Engineer

HSC:mm

cc: Forrest Cooper
G. L. Decker
A. F. Parson

NOTED
JOHN D. GRAHAM

FORM E-1[illegible] 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
SEP 12 1961
ENGINEER
COUNTY & CITY RELATIONS

La Grande, Oregon
September 11, 1961

Gilliam County Court
Court House
Condon, Oregon

Attention: Honorable Jas. D. Burns

Dear Sir:

Early this year meetings were held between various County officials and members of the Highway Department at which some new regulations regarding Federal Aid Secondary projects on county roads were discussed. Probably the most important was the new requirement from the B.P.R. whereby prior to the letting of a contract for work to be done on top of work performed by any county forces, the State must certify to the B.P.R. that all work performed by the county meets our minimum standards.

Since that time we have been attempting to check more closely the work being done by various county forces throughout this division. About six weeks or so ago some samples of the base surfacing you had placed on the Shutler Road Section were taken and submitted to our central control lab in Salem. These results indicated that the material on the road has too large a percentage of unsuitable fine materials.

I was over this section soon after this and it is my conviction that the failure of this material to meet our specifications is attributed to the following conditions and reasons:

1. The gravels as represented in our preliminary samples were borderline having a fairly high liquid limit and plasticity index for the percentage of natural fines present.

2. The placing of screen rejection material on the base by County forces in an attempt to "key" the base, resulted in an increase in the percentage of natural fines present so that the material was no longer able to pass our tests.

3. In the construction of the roadside ditches, the dirt removed from the ditches became mixed with and further contaminated the base.

On this same trip I contacted your roadmaster, Milton Boyce, and explained the difficulty, pointing out that corrective measures would have to be taken before we could certify to the B.P.R. that the work met our minimum standards. Subsequent correspondence with our Resident Engineer in Condon, Keats Oliver, indicated that the county was attemptin to eliminate some of these unsuitable fines by processing the base material.

The first of this week our Assistant Division Geologist again inspected and sampled the base material. Attempts that your crews have made to eliminate these unsuitable fines have been unsuccessful. I can think of two possible practical solutions to the problem. One would be for you to locate a deposit of better gravels, containing very little if any unsuitable fines and incorporate a sufficient quantity of this good material with your existing base so that the composite base would meet our minimum standards. The other solution, and to me the more logical, would be increasing the quantity of crushed base sufficiently to produce a surfacing that would adequately support the traffic this road will receive.

Our Soils Department in Salem was contacted for their recommendations. Following a study of material in place as represented by our samples and a discussion with this office it was agreed, subject to concurrance by our front office and the B.P.R., that the addition of an average of 1½-inches compacted thickness of crushed base would result in a suitable base. This additional thickness to be distributed unevenly throughout the project. Utilizing a thicker lift in those spots where a thorough sampling of the road indicates more contamination of the existing base and a thinner lift where the contamination is not so great.

In the above dissertation, I have attempted to point out not only that the existing surfacing is unsuitable, but suggestions toward the achieving of a satisfactory base. We would like to know after reading this report whether the County plans on increasing the depth of crushed material or using some other method to achieve the satisfactory base. We will be glad to give you any help you may desire in regard to testing materials, inspection, etc.

Very truly yours,

A. F. Parson
Division Engineer

by

H. S. Coulter
Assistant Division Engineer

HSC:gb
cc Tom Edwards
H. S. Cox
Keats Oliver

FORM E-30X 80M 7-60 29396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 7, 1961

To: Tom Edwards
Construction Engineer
OFFICE

SUBJECT: Shutler Road Section
F.A.S. 714 and ~~745~~ 445
Gilliam County

Base Design (see attached copy) for the subject named project called for 10 inches of pit run gravel base and 3 inches of 3/4-0 level course to be placed by the county.

The pit run base is 4 inch to 0 gravel. Samples at the source before placing show the material to be suitable for use and on the coarse side with a maximum percent passing the No. 40 mesh screen of 8.9 and passing the 200 mesh screen 4.9 percent.

This material has been placed and sampled at four locations. Laboratory test results on the four samples are as follows:

Lab No.	P.I.	L.L.	% Pass No. 40	% Pass No. 100
561907	1 Excess	6 Excess	17.5	9.3
561908	Ok.	Ok.	9.9	4.7
561909	2 Excess	4 Excess	17.2	8.4
561910	Ok.	4 Excess	19.2	10.7

Screen reject material was used by the county on certain sections to "set up" the base. Lab No. 561907 represents sampling at one of these locations, with the sample containing the reject material. It will be noted the percents passing the No's. 40 and 200 mesh screens have increased from the source samples. The remaining reports listed are considered typical with the increase of fines attributed to roadway manipulation and other causes.

The base material as represented by the above tests show a material which is not subject to frost action, but requires remedial measures to assure against possible damage from small excesses of P.I. and L.L. at intermittent locations.

RECEIVED
SEP 8 1961
ENGINEER
COUNTY & CITY RELATIONS

Recommendations: Increase the 3/4-0 leveling course 50% with the placement of this extra material to be directed by Division Personnel. This procedure has been discussed with Mr. Coulter, Assistant Division Engineer.

G. L. Decker
Staff Assistant

GLD/sh

cc: A. F. Parson
H. S. Cox

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Proposed Proposed

Section [illegible] Road Highway FAS 714 ¢ F.A.S. 445 County Gilliam Profile ______

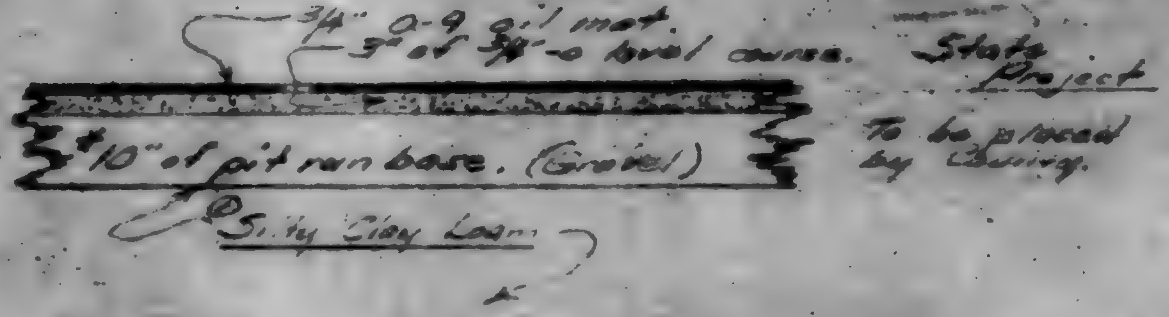
Res. Engr. ______ Length of Project Approx. 3.2 Miles. Sta. ______ To Sta. ______ Date 6-2-60

[illegible] Precipitation — 21" TYPICAL SECTIONS Traffic Classif. — Light

Typical Soil
44 LL
[illegible] PI
[illegible] % P200
3 % Gravel
[illegible] % Sand
60 % Silt
27 % Clay
10 [illegible] Value

State Project

To be placed by County.



State Project

To be placed by County.

* The bottom course base has been increased 25% for use of pit run materials which will be processed by a grid roller. (County owned.)

NOTE:

Soil survey and recommended surfacing thickness completed at the request of V. Jones, County-City.

Required Base & Wear Crushed	Required Base & Wear Not Crushed	Designed Base & Wear Exist. Surf. Adjst.	Designed Base & Wear New Work	
			3/4	
			3	Level
			10	pit run base
	13½		13¾	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Acc. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used Sec.
Gilliam County to furnish suitable aggregate for 0-9 oil mat.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
[illegible] Engineer Division

Submitted by G. L. Decker
Staff Assistant

Recommended by C. F. Hagemann
Engineer of Materials

Recommended by [illegible]
Construction Engineer

Approved by [illegible]
Deputy State Highway Engineer

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 17, 1961

Edwin P. Morgan,
County Clerk
Gilliam County
Condon, Oregon

Dear Mr. Morgan:

Your warrant No. 8425 dated June 30, 1961, in the amount of $6,368.74 representing advance deposit for Gilliam County's share for oiling on the Shutler Flats Section of FAS Highway No. 445 is being returned to you herewith.

We cannot accept the deposit until such time as bids for this project have been opened and the amount of the contract has been determined.

Very truly yours,

W. C. Williams
State Highway Engineer

By:
C. H. Maison
Auditor

CHM:hs

Attachment

cc: G. S. Paxson
County & City Relations Division
John Herr
Floyd Query

Salem, Oregon
4/11/61

Rock Creek-Shutler Section
FAS 445 and 714
Gilliam County

Mr. J. E. Morelock
OFFICE

The subject-named project has been inspected and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

H S Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC [redacted]

cc: Frank Hall
V. G. O'Neil

NOTED
ONES

MEMO TO J. W. NASH
4/10/61

FAS 445, GILLIAM COUNTY

TERMINI: From junction with FAS 714 northeasterly 7.29 miles to junction with the John Day State Primary Highway No. 5.

PROPOSED WORK: Construct 2-lane type 0-9 oil mat 20' wide.

PROJECT LENGTH: 7.29 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$37,000	$22,200	$7,400	$7,400 (Co.)

EXISTING FACILITIES: Roadway 22' gravel, 22' to 26' roadway. Gilliam County will grade and place base rock on this project to approved highway department standards prior to construction of the oil mat.

ADJACENT SECTIONS
EAST END: John Day Highway #5. 18' oil mat, 2' shoulders.
WEST END: FAS 714. 20' gravel, 24' roadway.

PROJECT DATA: Construct 20' wide type 0-9 oil mat with 2' shoulders. Gilliam County is presently engaged in placing base material on this road. County will also place a crushed rock leveling course prior to oiling and expects to have all basing operations completed by July 1, 1961. Gilliam County will place shoulder rock after oiling operations are completed.

ROW WIDTH:	40' minimum
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING:	None required
MINIMUM DESIGN STANDARDS:	No exceptions
UNUSUAL OR COMPLICATED SITUATIONS:	None

FAS 445 runs along valley floor and edge of rolling, wheat farming lands and grazing lands. Shipping points at Shutler and Rock Creek. Also on school bus and mail route.

HSC:mm

NOTED
JONES

MEMO TO J. W. NASH
4/10/61

FAS ~~741~~ 714, GILLIAM COUNTY

TERMINI: From junction with FAS 445 southerly 2.11 miles to Rock Creek Bridge (Community of Rock Creek).

PROPOSED WORK: Construct 2-lane type 0-9 oil mat 20' wide.

PROJECT LENGTH: 2.11 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$9,000	$5,400	$1,800	$1,800 (Co.)

EXISTING FACILITIES: Roadway - 20' gravel 24' roadway. Gilliam County will grade and place base rock on this project to approved highway department standards prior to construction of the oil mat. Placing of base rock should be completed by July 1, 1961.

ADJACENT SECTION: All on FAS 714.
SOUTH END: 18' to 20' graveled roadbed.
NORTH END: 22' to 24' " "

PROJECT DATA: Construct 20' wide type 0-9 oil mat with 2' shoulders. Gilliam County is presently engaged in placing base material on this road. County will also place a crushed rock leveling course prior to oiling and expects to have all basing operations completed by July 1, 1961. Gilliam County will place shoulder rock after oiling operations are completed.

ROW WIDTH:	40' minimum
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING:	None required
MINIMUM DESIGN STANDARDS:	No exceptions
UNUSUAL OR COMPLICATED SITUATIONS:	None

FAS 714 runs through rolling land devoted to wheat farming and cattle raising. Shipping points at Mikkalo, Rock Creek, and Shutler. Is a school bus and mail route.

HSC:mm

NOTED
C G [illegible]

11-7-60

RECEIVED
NOV 21 1960
ENGINEER
COUNTY & CITY RELATIONS

NOTED
H. S. COX

LOCATION PROSPECTUS
ROCK CREEK-SHUTLER ROAD SECTION
FAS 714, GILLIAM COUNTY

The following prospectus is submitted concerning the above-mentioned section of FAS 714, which is a county road on the Federal Aid Secondary System. The northerly terminus is at the intersection of FAS 445 with FAS 714. The southerly terminus is in the community of Rock Creek on FAS 714. The overall length of the project is 2.1 miles.

This will be a location survey to prepare plans, specifications, and estimates for surfacing on existing alignment. There are no towns affected by this project.

Reconnaissance is not necessary. Soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The existing (1959) ADT is 40 and the projected (1979) ADT is 60. The proposed project is to construct a 20-foot 0-9 oil wearing surface. The typical section will be a 20-foot traveled way with county-furnished 2-foot shoulders. Deviations from State and Federal standards are not anticipated.

This will be a county road with no control of access. There are no interchanges, railroad crossings, or major stream crossings.

The tentative base design by G. L. Decker is:

Paving, Base and Wear	3/4" 0-9
Wearing Surface	3" Lev. 3/4-0
Bottom Course Base	10" Pit Run
Total Depth	13 3/4"

Materials are available from county sources.

Agreements with Gilliam County will be necessary.

There are no State parks or roadside rest areas affected by this project.

November 7, 1960

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. F. Parson (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson ✓
Walter T. Wright

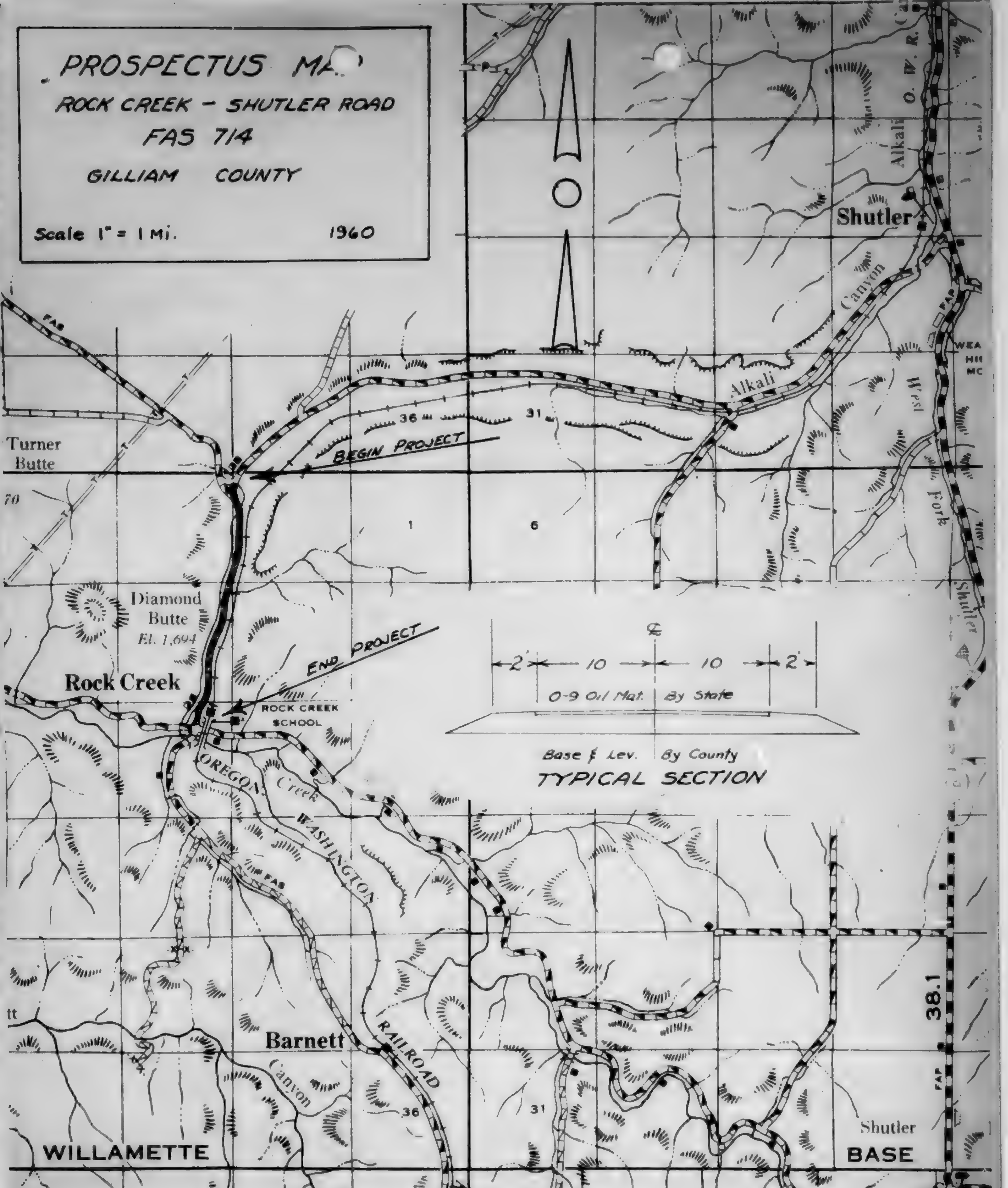
PROSPECTUS MAP

ROCK CREEK - SHUTLER ROAD

FAS 714

GILLIAM COUNTY

Scale 1" = 1 Mi. 1960



10-4-60

GILLIAM COUNTY
PROPOSED PROJECT

FAS 714, Rock Creek-Shutler Road Section, 2.1 miles, oiling, $9,000. The proposed project is to construct a 20' 0-9 oil wearing surface with county-furnished aggregate. The county will grade the section and place base material prior to the FAS project and place shoulder material 2' wide after completion of the oil mat.

The northerly end of this section adjoins the westerly end of the Shutler Road oiling project on FAS 445 which was previously approved by the Highway Commission. This project will be included in the same contract as the Shutler Road project.

60-h
10/4/60

Approved 11-3-60

NOTED

NOTED
Harold C. Ayers

NOTED V. R. JONES

NOTED H. S. COX

June 24, 1960

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
C. G. SWENSON

Gentlemen:

Enclosed is a copy of the project proposal on the Shutler Road, FAS 445, as it was approved by the Highway Commission on May 24, 1960. As the oil must be placed on a rock base which is satisfactory to the Highway Department, I am enclosing the approved base design. You will note it requires 10" of pit run gravel and 3" of 3/4"-0" crushed leveling course. As the Rock Creek Bridge approaches are entirely County work, the base design is enclosed merely for your information.

Very truly yours,

C. G. Swenson
County and City Relations Engineer

By

Verne R. Jones
Field Engineer

VRJ:mm
Encl: Tab. 60-d

PROPOSED PROJECT
GILLIAM COUNTY

FAS 445, Shutler Road Section, 7.2 miles, oiling, $37,000.

The proposed project is to construct a 20' 0-9 oil mat wearing surface with county furnished aggregate. The county will grade and place base material prior to the FAS project and place shoulder rock 2' wide after completion of the oil mat. The Soils Division has made soils tests on this section and will prepare a base design to be furnished to the county.

60-d
5/17/60

approved 6/2/60

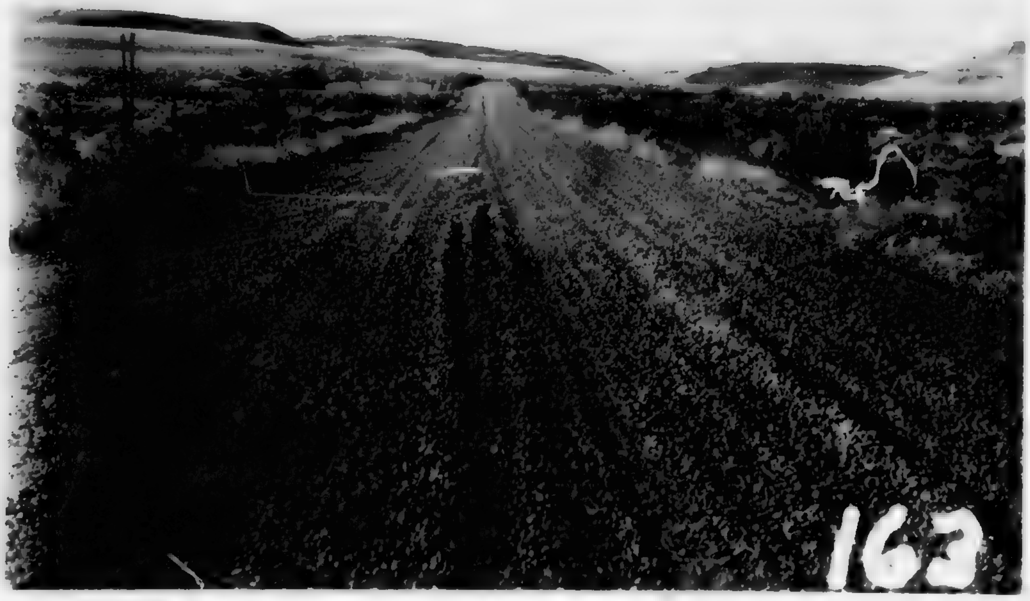
10/30/59

FAS 445 County Gilliam Contract No. 6138

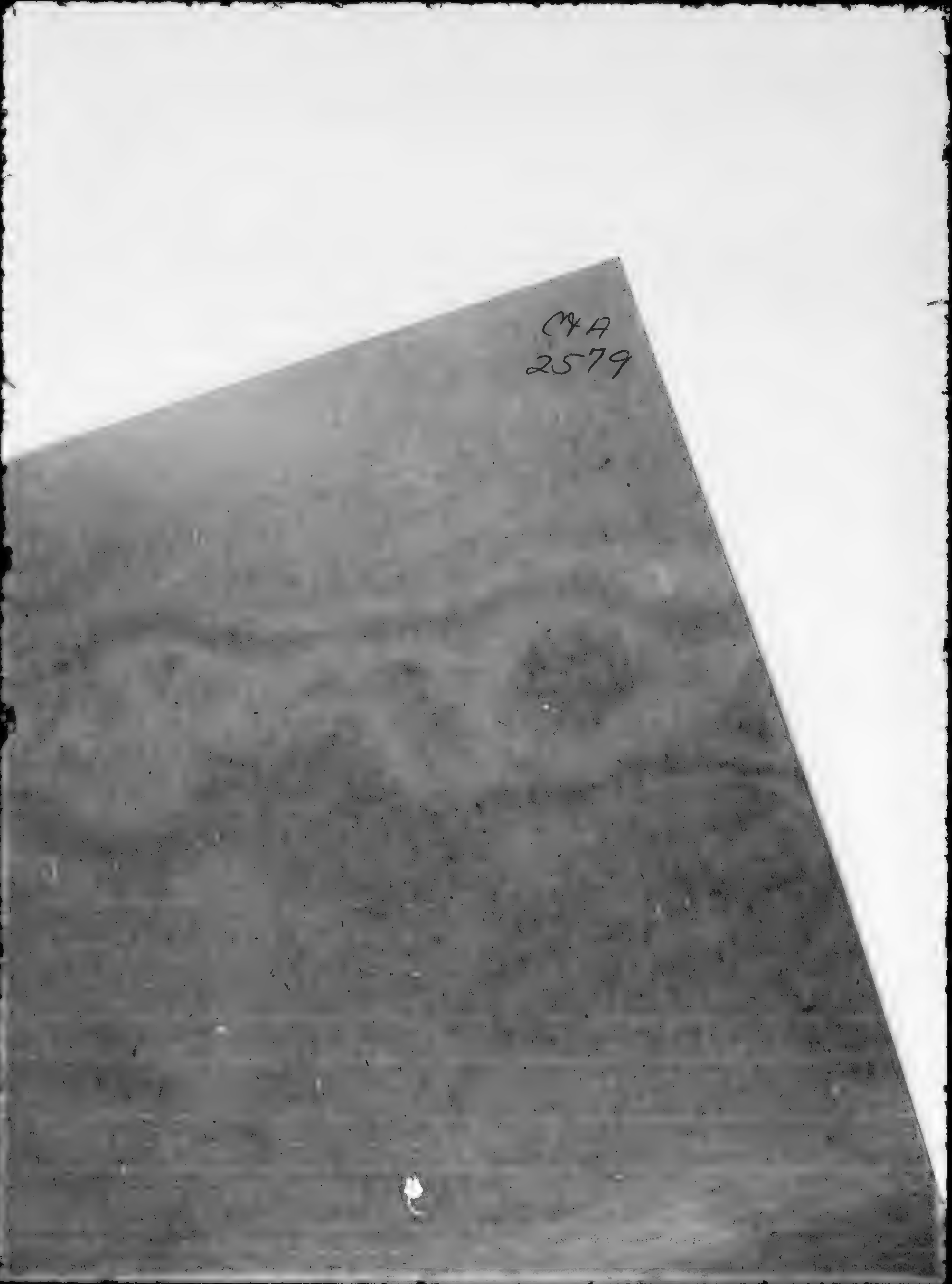
Section

Location [illegible] looking N.

10-30-59



8-102(1) Abiqua Cr. Br., Abiqua Cr. Co. 1962
Rd., S. E. of Silverton
#6129


C4A
2579

6139

STATE COPY

B

.S. ARTMENT OF TRANSPORTATION
FE AL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter) Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

6-5-75

REGION NO. 10	REPORT NO. 3	COUNTY Marion	DIVISION Oregon
DATE OF REPORT June 4, 1975	REPORT MADE BY P. V. Riedl, Area Engineer		PROJECT NO. ER-291(1)
COMPLETION DATE October 15, 1974	ACCEPTANCE DATE BY CONTRACT AGENCY -	TIME ELAPSED - %	CONTRACT TIME -
APPROVED EXTENSIONS -	LOCATION County Road 6.5 miles east of junction with FAS 147 (Cascade Highway)		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JUN 09 1975
Washington

ABIQUA CREEK SECTION
County Road, Marion County
Flood & Storm Damage Repair (January 1974 Storms)

High water and flooding of the Abiqua Creek on January 16-17, 1974 eroded the embankment to the centerline of the roadway for a length of 200 feet leaving a near vertical drop at the edge for approximately 30 feet.

Temporary repairs were performed by the County consisting of debris removal and signing for approximately $600.

Permanent restoration was performed using County forces and equipment consisting of replacing the embankment, riprap, base rock and surfacing for an estimated amount of $10,354.

COULTER

Final costs for the work is as follows:

Preliminary Engineering	$45.92	
Temporary Work		
Labor	179.02	
Equipment	164.75	
Material	252.50	
		596.27

6-10-75

(more)

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE Original signed G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 6-5-75	TITLE District Engineer	DATE

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

Permanent Work

Labor	2,543.88	
Equipment	1,539.75	
Materials	3,459.12	
Rental Equipment	606.00	
		8149.75
TOTAL COST OF WORK		$8,790.94

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-22-61	CO [illegible]		[illegible]-1057-[illegible]

Contract 6139
S-492(1)

Marion County
Courthouse
Salem, Oregon

Att: Board of Commissioners

RECEIVED
JUN 2?
ENGINEER
COUNTY & CITY

INVOICE NUMBER
81926

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Abiqua CreekBridge, FAS 733. Covered by agreement dated May 26, 1961.			
County advance deposit		10,300.00	
Amount previously transferred		8,000.00	2,300.00
County share construction costs		9,182.82	
Amount previously transferred		8,000.00	1,182.82
Refund due county			1,117.18

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

A 150 (REVISED 7-60)

RECEIVED
APR 8 - 1963
FOR FILING

113 (1)
6137

April 8, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Contract #6139 awarded to R. H. Willsey Const. Co., for construction of the Abiqua Creek Bridge on the Abiqua Creek County Road (FAS 733) in Marion County was completed on March 8, 1963, and accepted by the Highway Commission on April 5, 1963.

Final payment, in the amount of $6,026.11 will be released to the contractor after April 15, 1963. The total contract amount is $46,191.41 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Bourland Ins. Agency
1980 Fairgrounds Road
Salem, Oregon

cc: R. H. Willsey Const. Co.,
2897 Chemawa Road NE
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr
L. H. Young

RECEIVED
APR 8 - 1963

FOR FILING

S 472(1)

6139

April 5, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed March 8 on Contract No. 6139. The contract was with the R. H. Willsey Construction Company and was for work on the Abiqua Creek Bridge on the Abiqua Creek County Road, FAS 733, in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 5, 1963, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

March 13, 1963

Marion County Board of Commissioners
Courthouse
Salem, Oregon

NOTED
R. H. PRANGE

~~[illegible]~~
8.492 (1)

NOTED
V R JONES

Gentlemen:

This is to advise you that work was completed on March 8, 1963, on Contract No. 6139, Abiqua Creek Bridge Section, FAS 733, in Marion County.

Under the terms of the agreement entered into between Marion County and the State Highway Commission, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

H. S. Cox
County and City Engineer

By

Robert H. Prange
Field Engineer

RHP:mm

cc: Mr. Ray Asburry

Ray Asburry says that he and Bob Massey from Marion County inspected the Abiqua Creek Bridge and that a letter of acceptance is forthcoming from the County

RHP

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Marion Co

NOTED
V P [illegible]

NOTED
H. S. COX

L. L. Jensen
Room 209 Lab. Bldg.
February 11,1963

R. H. Willsey Construction Co.
2697 Chemawa Road
Salem, Oregon

NOTED
DON HARWELL

NOTED
Harold C. Ayers

Gentlemen:

In conformance with Mr. Marchants letter of November 26 I am giving you two weeks notice that the working charges on the Abiqua Creek Bridge Contract No. 6139 will start February 25,1963.

In as much as the deck has been poured and I am reasonable sure that the danger of high water is over I feel justified in giving you notice at this time.

Very truly yours,

L. L. Jensen

NOTED
R. H. PRANGE

L. L. Jensen
Resident Bridge Engineer

cc: Mr. Marchant
Mr. Asbury
Mr. H.S. Cox

FAS 738

Rec'd 2-11-63

NOTED
JOHN D. GRAHAM

FORM E-90 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1963

NOTED
Harold C. Ayers

SUBJECT: Abiqua Creek Bridge
Marion County FAS Project
Contract No. 6139

To:
Mr. H. S. Cox
County and City Relations Engineer
Department

In regard to your recent request regarding the status of the construction of the subject bridge, the following is some data pertaining to same.

As of November 20, 1962, the contractor had used 71 of the 80 specified work days for the completion of the subject project. As of this date, high water heavily damaged the falsework causing quite some concern to the contractor as well as to the Highway Department. Due to the possibility of other high waters occurring during the winter months in this locale, it was agreed not to charge more work days until this potential danger was past. The contractor was informed of this in a letter to him from the Bridge Engineer. See attached copy of said letter.

Even though the work day count was stopped, the contractor went ahead, taking full responsibility for any damage that might occur due to high water, and proceeded working on the bridge. As of this date the contractor has completed pouring of the beams on the structure and has the forms and reinforcing in for the deck. It is his plan to pour the deck as soon as weather will permit.

It is estimated that it will take the contractor an additional 5 weeks of work to complete his work on this structure. It is hard to estimate at this time a calendar date for the completion of this project, as no doubt within the next 5 weeks the contractor will have to lose some time due to adverse weather conditions.

The Bridge Engineer indicated that the order for the stopping of the work days would be rescinded at the time the danger of high water is past, at which time the contractor would be given a minimum 2 weeks notice to proceed with the completion of the project. It is my understanding that an alternate to this is proposed; that is, should the contractor proceed as now planned, a rescinding order would be given him as soon as the deck is poured and set sufficiently that any damage to the falsework would not damage the deck itself.

If the contractor proceeds with the work as he has to date, I believe he can complete the contract under either of the abovementioned plans within the contract specified number of work days.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:AM
cc Mr. Ivan Merchant
Mr. L. L. Jensen

FORM E-123X 90M 9-62

COMMISSIONERS
GLENN L. KSON, CHAIRMAN
MEDFORD
KENNETH N FRIDLEY, MEMBER
WASCO
DAVID B SIMPSON, MEMBER
PORTLAND

FLOYD QUERY SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 26, 1962

R.H. Willsey Const. Co.
2097 Chemawa Road
Salem, Oregon

Gentlemen:

Re: Abiqua Creek Bridge
Bridge No. 5440A
Contract No. 6139

Your letter of November 23 requests a stop order on construction of the Abiqua Creek Bridge as of November 20, 1962.

Because of the high water condition which will prevail in Abiqua Creek from now until spring, no more workdays will be charged against this construction project. You are advised that as of November 20, 71 workdays have been charged against this project with a total of 80 workdays allowed for completion of all work under the contract. At such time in the spring as danger of high water is past, you will be given a minimum of two weeks notice to proceed with the completion of the job, and at the end of the two weeks notice, workdays will be charged against this job until its completion.

Very truly yours,

NOTED
R. D. ASBURR

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. L. L. Jensen
Mr. Ray Asburry

NOTED
J G. CANFIELD

I Cook

RECEIVED
UG 9 1962

FOR FILING

[illegible]

6139

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 8, 1962

To Mr. D. B. Parkes
Contract Payments

OFFICE

SUBJECT: Abiqua Creek Bridge
Contract No. 6139

R. H. Willsey Construction Company began work on the Abiqua Creek Bridge project on Abiqua Creek County Road FAS 733 in Marion County, Contract No. 6139, on August 7, 1962.

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
AUG 8 1962
FOR FILING

6139

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 8-32	FOR R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE **Oregon**
PROJECT REPORT NO. [illegible]	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 8-7-62	COUNTY **Marion**
		PROJECT NO. **S-492(1)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Abiqua Creek 6 mi. E. of Silverton

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-5-62	0.032
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 50,546.00	$ 31,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
L. R. Backlund
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer August 7, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Federal-Aid Secondary
Project No. S-492(1)

Oregon State Highway Department

ABIQUA CREEK BRIDGE SECTION
OF FAS ROUTE 733 IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 19, 1962

Type Code [illegible]
Abiqua Creek Bridge (Sta. 5+40 to Sta. 7+10)(Contract 6139)

Remodel Old Bridge and Maintain Traffic	All Required		$ 3,000.00
Shoring, Cribbing, etc.	All Required		2,500.00
Structural Excavation	140 cu.yd.	$ 8.00	1,120.00
Structural Excavation below Elevation Shown	20 cu.yd.	10.00	200.00
Class "A" Concrete (378 cu.yd.)	All Required		24,717.07
Metal Reinforcement (104,900 lb.)	All Required		14,154.00
8-inch Metal Drain Pipe	40 lin.ft.	4.00	160.00
			$45,851.07
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
	Subtotal		$45,951.07
	10% Engr. & Cont.		4,594.93
	Total		$50,546.00

Length of Structure - - - - 0.032 Mile

Federal Funds -	$31,800.00
State Funds -	9,373.00
County Funds- -	9,373.00
	$50,546.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

(2)

FAS 733

NOTED
[illegible]

NOTED
H. S. COX

NOTE
DON HARWE

NOTED
JOHN D. GRAHAM

July 16, 1962

Marion County Court
Courthouse
Salem, Oregon

NOTED
R. H. PRANGE

NOTED
Harold C. Ayers

Gentlemen:

This is to acknowledge receipt of your advance deposit of $20,400 on the Monitor Bridge, FAS 812, the Ross Bridge, FAS 731 and the Abiqua Bridge, FAS 733. Contract No. 6142 covering the Monitor Bridge has been awarded to Walder and Kenworthy, Contract No. 6143 covering the Ross Bridge has been awarded to R. H. Willsey and Contract No. 6139 covering the Abiqua Bridge has also been awarded to R. H. Willsey.

Copies of the contracts and sets of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

cc: John Anderson

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-6-62	CC 761		524-1057-297

NOTED
DON HARWELL

INVOICE NUMBER
75120

~~Marion County~~
Salem, Oregon
Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$10,300.00
Partial transfer of county advance deposit for the Abiqua Bridge, FAS 733. Covered by agreement dated May 26, 1961.			8,000.00
To be retained			$2,300.00

NOTED
R. H. PRANGE

RECEIVED
JUL - 9 1962
ENGINEER
COUNTY & CITY RELATIONS

Contract 6139 awarded
See FAS 731 per letter 7/16/62

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

NOTED
V. R.

A 150 (REVISED 7-60)

NOT
V. R. JON

NOTED
H. S. COX

June 30, 1962

NOTED
Harold C. Ayers

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Marion County Court
Courthouse
Salem, Oregon

Gentlemen:

On June 27, a satisfactory bid was received from R. H. Willsey Construction Company of Salem for construction of the Abiqua Bridge on FAS 733. As per agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items	$45,851.07
Flagging	100.00
Engineering & Contingencies, 12-1/2%	5,743.88
Estimated Total Cost	$51,694.95
County Advance Deposit 20% of $51,694.95 = $10,338.99 SAY	$10,300.00

Please make this advance deposit by means of a check or warrant in the amount of $10,300 made payable to the Oregon State Highway Commission, forwarding same to this office. When the deposit is received, a contract can be awarded for this project.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

cc: Mr. John Anderson

RECEIVED
JUL 12 1962
FOR FILING

6139

July 2, 1962

R. B. Killsey Construction Company
2697 Chemawa Road, N. E.
Salem, Oregon

Gentlemen:

The State Highway Commission on June 29, 1962, accepted your proposal for construction of Abiqua Creek Bridge on Abiqua Creek County Road in Marion County for the sum of $43,851.07 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6139. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Pacific Builder & Engineer, Inc.
1945 Yale Place North
Seattle 2, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Daily Journal of Commerce
P. O. Box 932
Portland 4, Oregon
Attention: News Room

Frank Morgan
L. M. Young
R. C. Savage
I. D. Marchant

fkn

NOTED
J. Mc C.

RECEIVED
JUN 20 1962
FOR FILING

[illegible]

[illegible]

MISC. CONTRACTS and
AGREEMENTS No.______

Salem, Oregon
June 19, 1962

Cooperative Construction Agreement
Abiqua Creek Bridge
FAS 733, Marion County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. Robert H. Prange
County & City Relations Field Engineer

Attached is a conformed copy of a cooperative construction agreement with Marion County covering the Abiqua Creek Bridge Section of FAS 733 in Marion County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Marion County.

Secretary

rn
Attach: 1

NOTED
Harold C. Ayers

NOTED
V. R. [illegible]

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
DON HARWELL

June 6, 1962

Marion County Court
Courthouse
Salem, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Abiqua Bridge Section of FAS 733.

The set of plans and specifications is for your information and records.

The agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of the project, including engineering and contingencies, is $50,150; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could be returned not later than June 20.

It is presently planned to accept bids for this project on June 27.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

cc: John Anderson, County Engineer

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

NOTED
V. R. JONES

Subject: Federal Aid Project No. S-492(1)

Highway No. FAS 733

NOTED
DON HARWELL

Name of Project Abiqua Creek Bridge Section

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Salem, Oregon, this 4th day of June, 19 61.

Marion County Court

Judge

Commissioner

Pat McCarthy
Commissioner

[redacted]

NOTED
H. S. COX

February 9, 1962

Mr. John Anderson, County Engineer
Marion County Court
Courthouse
Salem, Oregon

Re: Options Abiqua Bridge Section
FAS 733, Marion County

Dear Sir:

Enclosed you will find two revised option forms in triplicate covering right of way to be acquired in connection with the Abiqua Creek Bridge Section of the Abiqua Creek Road:

File #	Name	Area
33839-A	Francis E. Wicks, et ux	0.6 acre
33839-B	James W. Barton, et ux	1.0 acre

The center line descriptions on these parcels has been revised because the curve data on the map was incorrect. There is no change in area. Three prints of Map #10C-40-9 covering this area and bearing our date of February 2, 1962, are enclosed.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R Jones
Verne R. Jones
Planning Engineer

VRJ:eb
Encls.

FORM E-30 50M 6-61 36881

FAS 733

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 7, 1962

NOTED
H. S. COX

NOTED
Harold C. Ayers

NOTED
DON HARWELL

SUBJECT: Options
Abiqua Creek Bridge Section
Abiqua County Road
Marion County

To: Mr. H. S. Cox
County & City Relations Engr.
OFFICE

NOTED
[illegible] JONES

NOTED
R. H. PRANGE

Attached you will find 2 revised option forms in quadruplet covering right of way to be acquired in connection with Abiqua Creek Bridge Section of the Abiqua County Road in Marion County.

The center line descriptions on these parcels has been revised because the curve data on the map was incorrect. There is no change in area. For your information we are enclosing a copy of the Request for Revision form.

We are attaching 4 prints of map No. 10C-40-9 covering this area and bearing our date of February 6, 1962.

File No.	Name	Area
33839-A	Francis H. Wicks, et ux	0.6 Acre
33839-B	James W. Barton, et ux	1.0 "

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AC:jm
encls. 2 Options-4 Prints
Revision form

cc: J. D. Walker
E. J. Benner

To County 2-8-62
V.J.

RECEIVED
FEB 8 1962
ENGINEER
COUNTY & CITY RELATIONS

FORM E-30 80M 3-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1962

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
V. R. JONES

NOTED
R. H. PRANGE

SUBJECT: Abiqua Creek Bridge
FAS 733
Marion County
Bridge No. 5440A

To:

Mr. H. S. Cox
County/City Relations Engineer
OFFICE

A preliminary layout has been prepared, and I am enclosing two prints of Drawing No. 5440A-A for the Abiqua Creek Bridge on FAS 733.

The location prospectus indicates an estimated cost of $35,000 for this structure, however, our estimate for the structure is $47,000 which includes 18% for engineering and contingencies.

It is also noted on the vicinity map that there is a combined power and telephone line with a pole located approximately four feet right of Station 7+15 which will have to be moved. I believe it is the County's responsibility to see that the pole line is cleared from the construction area prior to bridge construction.

Please advise if there is anything further is required from this Department on this project.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

IDM/mm

Attached

Approved Plans sent to Bridge Dept 2-5-62
V. J.

NOTED
Harold C. Ayers

NOTED
H. S. COX

August 29, 1961

NOTED
V. R. JONES

Mr. John A. Anderson
Marion County Engineer
Courthouse
Salem, Oregon

Dear Sir:

Please find enclosed 2 original option forms in triplicate covering right of way to be acquired in connection with the Abiqua Creek Bridge Section of the Abiqua County Road, FAS 733 in Marion County.

Also enclosed are three right of way certificates covering the above project. Please return two signed copies to this office.

This office is forwarding 3 prints of map No. 10C-40-9 covering this area and bearing our date of August 23, 1961. Enclosed options are as follows:

33839-A	Francis E. & Ava M. Wicks	0.6 acre
-B	James W. & Lelah M. Barton	1.0 acre

Please return a signed or conformed copy of each option to this office so that we may inform our engineers the conditions, if any, on each transaction.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V R Jones
V. R. Jones
Field Engineer

VRJ:djb
Encl.

FORM E-30 80M 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 28, 1961
Salem, Oregon

SUBJECT: Options
Abiqua Creek Bridge Sec.
Abiqua County Road

To:
H. S. Cox
County-City Relations
OFFICE

Attached you will find 2 original option forms in quadruplet covering right of way to be acquired in connection with Abiqua Creek Bridge Section of the Abiqua County Road in Marion County. The contract is scheduled for letting in November of 1961, or later.

Please return a signed or conformed copy of each option to the Oregon State Highway Department so that we may inform the Engineers of the conditions, if any, on each transaction.

We are forwarding, under separate cover, 4 prints of map number 10C-40-9 covering this area and bearing our date of August 23, 1961.

33839-A	Francis E. & Ava M. Wicks	0.6 acre
B	James W. & Lelah M. Barton	1.0 acre

EARL F. SALING
Right of Way Office Manager

AC
blr
enc. 2 orig. option forms

cc: J. D. Walker, Div. Engr.
E. J. Benner, R/W Sup.

RECEIVED

NOTED
W. C. COX

Salem, Oregon
August 10, 1961

NOTED
V. R. JONES

Marion

FAS 733

J. E. Morelock
OFFICE

The survey data for the Abiqua Bridge has been examined and found to be consistent with the project requested by Marion County and approved by the Highway Commission. The County has requested that the adjusting of the old bridge for use as a detour be done by the contractor as suggested in Mr. Asburry's letter. The detour will carry only one lane of traffic. The county requests that the State Highway Commission prepare right of way options.

V. R. Jones
County & City Relations Field Engineer

VRJ:djb
cc: Ivan Merchant
J. D. Walker

NOTED
V. R. JONES

MEMO TO J. W. NASH Date: 8/9/61

FAS 733, MARION COUNTY

TERMINI: Bridge over Abiqua Creek approximately 6 miles east of Silverton.

PROPOSED WORK: Construct one 185' concrete bridge.

PROJECT LENGTH: 0.035

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$50,000	$30,000	$10,000	$10,000	(County)

EXISTING FACILITIES:: Temporary log bridge 130' long and 13' wide. This bridge replaced a covered timber truss structure which was washed out by a flood in 1958

ADJACENT SECTIONS:
NORTH END: No existing road
SOUTH END: No existing road

PROJECT DATA: Construct a 185' reinforced concrete deck girder bridge 185' long and 26' wide on improved alignment. The County will construct the approaches with a 28' crushed rock surface on a 28' roadway. The approaches will be constructed to proper highway standards with satisfactory vertical and horizontal alignment.

ROW: 60' minimum
ACCESS CONTROL: None required

RR XING: None

MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: None required

PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: Serves a mountainous timbered area. Some grazing land and small farms. Heavy recreational usage. School bus and mail route.

VRJ:djb

MARION COUNTY
PROPOSED PROJECT

FAS 733, Abiqua Creek Bridge Section, Abiqua Creek Road, $35,000. This bridge is located 6.0 miles southeasterly from junction of FAS 733 with FAS 147, being M.P. 6.0 on FAS 733.

The proposed project is to replace the existing structure with a new structure having a horizontal clearance of 26' and on approximately the same alignment and grade. Contractor shall remove present structure and provide detour during construction. Marion County will construct approaches at conclusion of contract.

Mr. John Anderson, County Engineer, should be contacted prior to the start of the survey.

61-c
5/16/61

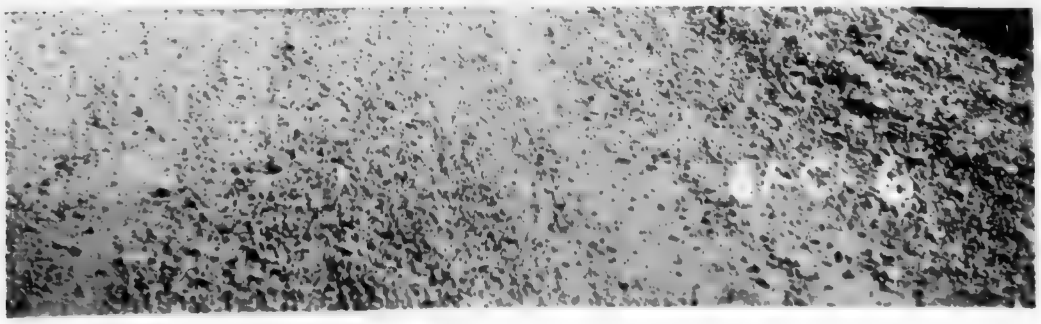
Approved
5-26-61

FAS 723 County Marion Contract No. ______

Section Abiqua Cr. Bridge

Location [illegible]

[illegible]



1961

FAS 733 **County** Marion **Contract No.**

Section Abiqua Cr. Bridge

Location 61-C-5 and 6 N. to S. (Old Bridge)

61-C-7 S. to N. " "

Abiqua Cr. Bridge – [illegible]

FAS 733

Marion Co.

N[illegible]

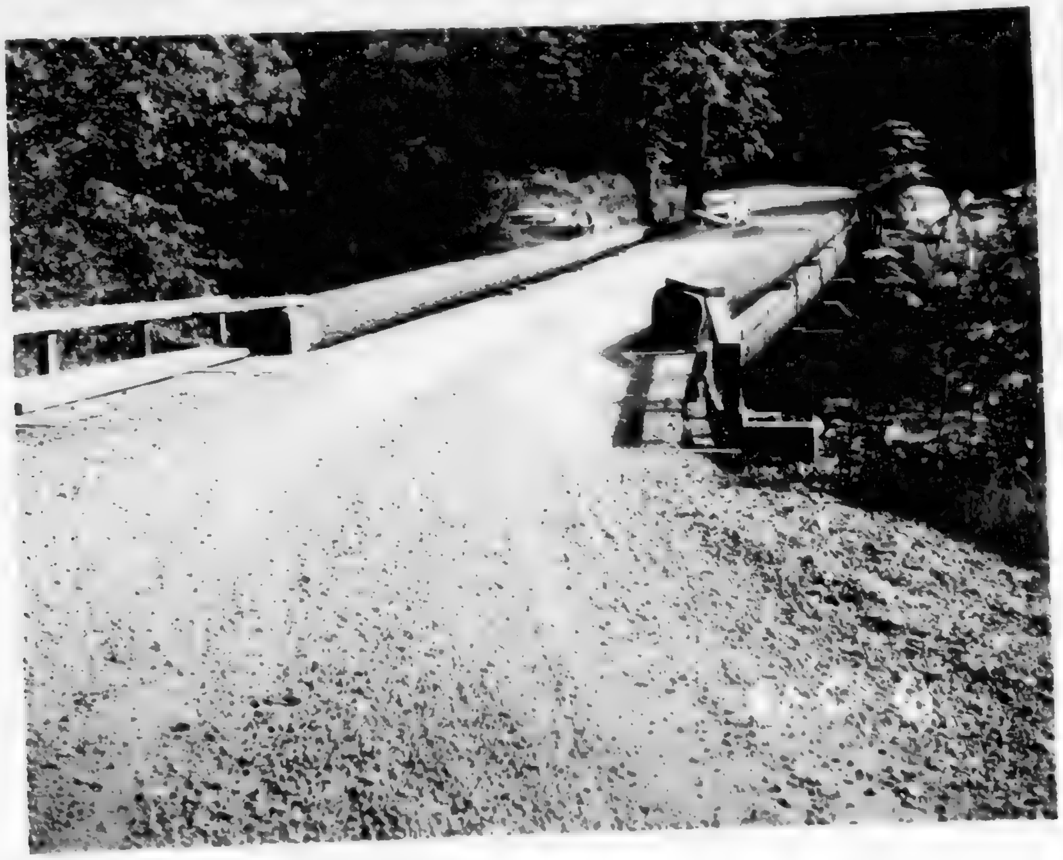
Ore.

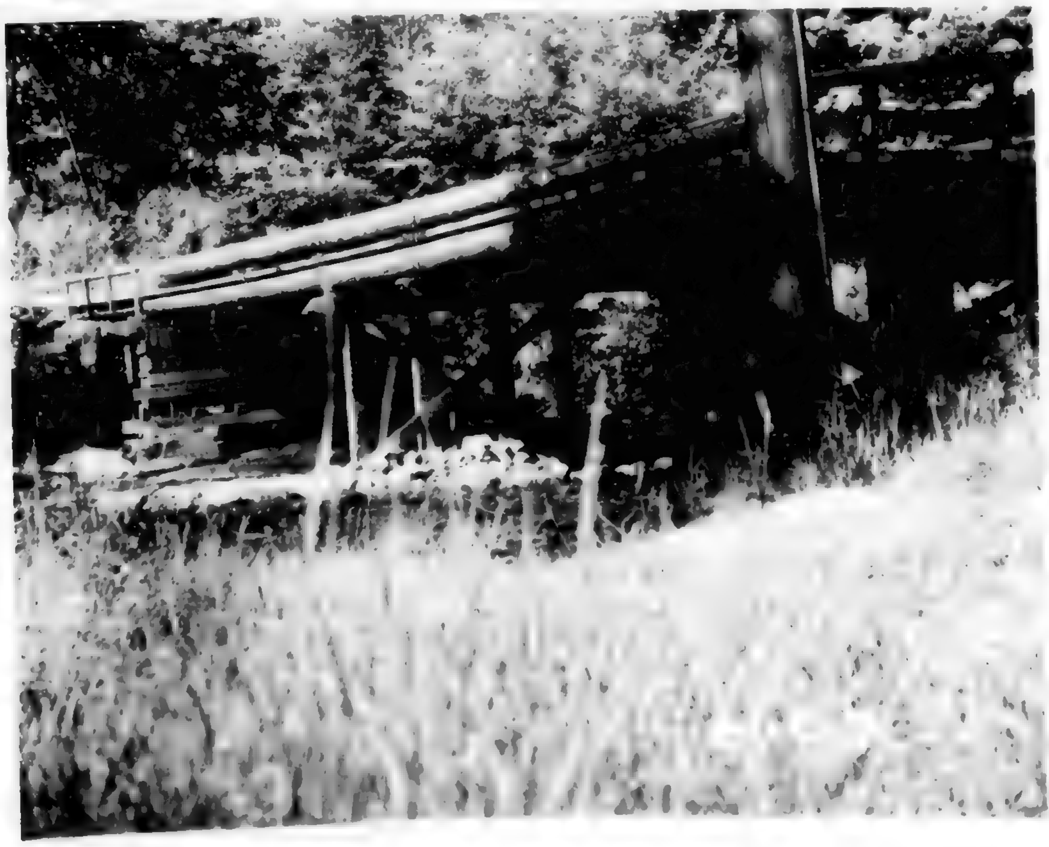
FAS [illegible] County [illegible] Contract No. ______

Section [illegible]

Location [illegible]

[illegible]





(1961)

FAS 733 **County** Marion **Contract No.**

Section Abiqua Cr. Bridge

Location 61-C-5 and 6 N. to S. (Old Bridge)

61-C-7 S. to N. " "

Abiqua Cr. Bridge - Old Br.
FAS 733
Marion Co.
South end looking North
1961

S-128(4) Pine Cr. Rd.-Pocahontas Sec., 1962
Lower Co. Rd., FAS [illegible] (Lev.
#6140 course & Oil.)

OREGON STATE HIGHWAY DEPARTME

INVOICE

NOTED
JOHN D. GRAHAM

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]-6-63	[illegible] 899		501-1053-[illegible]

INVOICE NUMBER **79356**

Baker County
Courthouse
Baker, Oregon

Att: County Court

RECEIVED
AUG - 6 1963
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED
DON HARWELL

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing, Pine Creek Road-Pocahontas Section, [illegible]. Covered by agreement dated June 2?, 19?2.			
Original advance deposit		4,300.00	
Less amount previously transferred		3,000.00	
			1,300.00
County's share as per attached statement		4,004.66	
Less amount previously transferred		3,000.00	
			1,004.66
To be refunded			295.34

NOTED
R. H. PRANGE

NOTED

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_______________

By_______________________________

NOTED
H. S. COX

NOTED
V. R

NOTED
R. M. ALLISON

A 150 (REVISED 7-60)

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 18, 1962

Section Pine Creek Road-Pocahontas

Kind of work Leveling Course & Oiling

Highway FAS 506 County Baker

Section prefix 501-1053

Contractor Babler Bros., Inc.

Contract number 6140

Date of contract July 5, 1962

Specified work days 30

Date work started July 2, 1962

Work days used 1

Project authorization $21,127.50

Exclusive of engineering $19,625.10

Per cent of time elapsed 3 %

Estimated cost of completed project, exclusive of engineering $19,625.10

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $1,502.40

Engineering cost to date $1,004.48, 66.8 %

Date project was completed July 23, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project completed.

Semi-final estimate has been submitted for processing.

This is final weekly report.

CONSTRUCTION DIVISION
RECEIVED
AUG 20 1962
NOTED ☐ CE ☐ ACE ☐ ACE ☐ ☐ CUE

NOTED
C. E. PAULSEN

Signed R.R. Cameron
R.R. Cameron - Res. Engr.

Address P.O. Box 269, Baker, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		1.5		1.5	
Miles partially completed					
Miles completed		1.5		1.5	
Total estimated quantities (contract)		3,250		99	
Total quantities corrected to date		3,010		108	
Estimated quantities moved or placed to date		3,010		108	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Ptly Cldy		
Saturday			

C. Bat 6140

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. RECEIVED 1962 FOR FILE	FO PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 8-7-62	TATE **Oregon**
PROJECT REPORT NO. 4		COUNTY **Baker**
		PROJECT NO. **S-128(4)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 6.2 mi. W. Baker N. 1.5 miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-30-62	1.5
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 20,658.00	$ 13,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. L. Pate

ASSISTANT **State Highway Engineer**
(Title)

By ____________________
____
(Title)

By ____________________
____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

L. R. Backlund

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer: August 7, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Federal-Aid Secondary
Project No. S-128(4)

Oregon State Highway Department

PINE CREEK ROAD-POCAHONTAS SECTION
OF FAS ROUTE 906 IN BAKER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 20, 1962

Type Code 5231
Roadway (Sta. 0+00 to Sta. 79+20) (Contract 6140)

Hauling and Placing 3/4" - 0 Material in Leveling Course and Shoulders	3,250 cu.yd.	$ 2.00	$ 6,500.00
Sprinkling	80 M-gal.	5.00	400.00
Preparation of Base	1.50 mile	1000.00	1,500.00
Hauling and Placing 3/4" - 0 Material in Binder Course	144 cu.yd.	3.00	432.00
Hauling and Placing Aggregates	900 cu.yd.	3.50	3,150.00
MC-250 Asphalt	21 ton	53.00	1,113.00
120-150 Asphalt	68 ton	55.00	3,740.00
RS-1 Asphalt	19 ton	55.00	1,045.00
Extra for Oiling Approaches	10 only	50.00	500.00
			$18,380.00
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
Signing	All Required		200.00
			$ 400.00
	Subtotal		$18,780.00
	10% Engr. & Cont.		1,878.00
	Total		$20,658.00

Length of Roadway - - - - 1.500 Miles
Cost of Roadway Per Mile- $13,772.00

Federal Funds -	$13,000.00
State Funds -	3,829.00
County Funds- -	3,829.00
	$20,658.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
V. R. JONES

NOTED
R. H. PRANGE

July 11, 1962

Baker County Court
Courthouse
Baker, Oregon

Gentlemen:

This is to acknowledge receipt of your check for $4,300 as advance deposit on the Pine Creek Road-Pocahontas Section, FAS 506. Contract No. 6140 covering this project has been awarded to Babler Bros., Inc.

Enclosed are a copy of the contract and a set of plans. If additional copies of either are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:[illegible]
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
H. S. COX

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-9-62	CC 767		501-1053-297

INVOICE NUMBER **75126**

NOTED
DON HARWELL

Baker County
Baker, Oregon
Attn: County Court

NOTED
R. H. PRANGE

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$4,300.00
Partial transfer of county advance deposit for the Pocahontas-Pine Creek Road Section, FAS 506. Covered by agreement dated May 5, 1961.			3,000.00
To be retained			$1,300.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received With Request: $................

By ....

NOTED

A 150 (REVISED 7-60)

June 30, 1962

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
V. R. JONES

NOTED
R. H. PRANGE

Baker County Court
Courthouse
Baker, Oregon

Gentlemen:

On June 27, a satisfactory bid was received from Babler Bros., Inc., of Portland, Oregon, for the construction of Pine Creek Road-Pocahontas Section of FAS ~~507~~ 506. As per agreement between the County and State, the following advance deposit is required of the County prior to awarding of the contract.

Bid Items	$18,380.00
Flagging & Signing ($200 each)	400.00
Engineering & Contingencies, 12-1/2%	2,347.50
Estimated Total Cost.............	$21,127.50

County Advance Deposit
20% of $21,127.50 = $4,225.50 or say $ 4,300.00

Please make this advance deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $4,300, forwarding same to this office. When this deposit is received, a contract can be awarded for this project.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

RECEIVED
JUL 12 1962
FOR FILING

6140

July 3, 1962

Babler Bros., Inc.
4627 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on June 29 accepted your proposal for leveling course and oiling on Pine Creek Road-Pocahontas Section of the Baker County Road FAS Route 506, in Baker County for the sum of $15,380.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6140. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Pacific Builder & Engineer, Inc.
1945 Yale Place North
Seattle 2, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Daily Journal of Commerce
P. O. Box 932
Portland, Oregon
Attention: News Room

Frank Morgan
L. H. Young
E. C. Savage

NOTED
J. Mc C.

fm

RECEIVED
JUN 11 1962
ENGINEER
COUNTY & CITY RELATIONS

CON LAG 98 6-8-62 455A PM

MORGAN
ATTN: KLABOE

RE PINE CORNER-POCAHONTAS SECTION (EBELL PARK-PINE CORNER) FAS 506, BAKER COUNTY.

WE HEREBY CERTIFY THAT THE WORK PERFORMED BY BAKER COUNTY MEETS THE REQUIREMENTS SET FORTH BY THE STATE FOR GRADING AND BASE SURFACING ON THIS SECTION AND THAT THE DEPTH OF MATERIAL PLACED PLUS DEPTH OF GRAVEL BASE PREVIOUSLY PLACED MEETS THE BASE DESIGN SET FORTH FOR THIS PROJECT.

COULTER
BJ
4.AWVZTHIS IS COQUILLE AND YOUR MSG JUST CAME THRU TO US. 5 THATS OKAY
WE GOT CON TOO SO DOESNT MATTER

M

6-11
Copies sent to Young & Cox

Copy to O'Neil 6-11
V.J.

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
V R JONES

June 5, 1962

Baker County Court
Courthouse
Baker, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Ebell Park-Pine Corners Section of FAS 506.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than June 20.

It is presently planned to accept bids for this project on June 27.

The set of plans and specifications is for your information and records.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

V. R. Jones
County & City Relations Planning Engineer

VRJ:mm
Encl.

FORM E-30 50M 7-60 20395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1962

NOTED
DON HARWELL

SUBJECT:

NOTED
Harold C. Ayers

To: H. S. Cox
OFFICE

Attention: V. R. Jones

Prefix 501-1053 has been set up to cover the cost of inspection and testing by highway personnel on the Ebell Park-Pine Corners grading project that is now under way by Baker County.

The same prefix will be used for the surfacing and oiling contract to be let by the State later this year. This prefix is set up in advance in order to receive expenditures against inspection and testing on work performed by the County. After the surfacing and oiling project is programmed with the BPR the inspection and testing cost should be eligible for Federal reimbursement.

L. H. Young

L. H. Young
Office Engineer

NOTED
JOHN D. GRAHAM

cc: F. D. Morgan
A. F. Parson
C. H. Maison

RECEIVED
MAR 28 1962
ENGINEER
COUNTY & CITY RELATIONS

MEMO TO J. W. NASH Date: 3/22/62 NO:

[illegible]

FAS 506, BAKER COUNTY

TERMINI: Marble Creek Road to Pine Creek Road
(Ebell Park-Pine Corners Section)

PROPOSED WORK: Place crushed stone leveling course and 20' 0-11 oil mat wearing surface.

PROJECT LENGTH: 1.5 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$30,000	$18,000	$6,000	$6,000	(County)

EXISTING FACILITIES: 30' gravel base constructed by Baker County to state highway department standards.

ADJACENT SECTIONS:

NORTH/[redacted] END: 20' bituminous surface, 4' shoulders.

SOUTH/[redacted] END: 20' bituminous surface, 4' shoulders.

PROJECT DATA: Place 3" of crushed stone leveling course from stockpiles of material furnished by Baker County. Construct a 20' 0-11 oil mat wearing surface using aggregates provided in stockpile by the county. County is constructing the bottom base to approved highway department standards.

RIGHT OF WAY:	None required.
ACCESS CONTROL:	None required.
RR XING:	None.
MINIMUM DESIGN STANDARDS:	No exceptions.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: Submitted under Oregon Project S-128(1).

BAKER COUNTY
BAKER • OREGON

LLOYD REA,
COUNTY JUDGE
R. M. PHIPPS,
GILL C. WRIGHT,
COMMISSIONERS

March 30, 1961

Clarence G. Swenson, Engineer
County & City Relations Department
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

This is a request for a deferral of our construction on the one and one half mile section known as Ebell-Pine Creek corner on FAS 506.

We have had conditions arise in Eagle Valley that have taken our forces into that part of the county, and making it impossible for us to construct and start the base on this road for oiling this summer.

We are setting up our crusher in that general area, at this time, and therefore we will have the rock stock pile whenever we are able to do this job in the future..

Thanks very much for your consideration, I remain

Sincerely,

Lloyd Rea

Lloyd Rea
County Judge

LR:bvl

cc: Mr. A. F. Parsons, Div. Eng.
State Highway Building
La Grande, Oregon

NOTED
H. S. COX

Salem, Oregon
December 12, 1960

Baker County FAS Projects

Mr. Scott Coulter
Assistant Division Engineer
State Highway Department
La Grande, Oregon

I talked to Durward Best, Baker County Roadmaster, in regard to his plans for the construction on FAS 506, Ebell Park-Pine Corners Section. He stated that he would begin grading if weather conditions permitted. He plans to replace the existing culverts and doubted if this could be done during heavy freezing weather. The plans are to move the county crushing plant to the new county pit which is the one the contractor on the Anthony Lake Road is now using. He hopes to start moving the plant in about five weeks. The oil aggregates will be stockpiled at the plant and there is probably enough 3/4"-0" stockpiled at the Pine Creek pit for the leveling course for both sections.

The County Court has also proposed two bridge replacement projects, one on FAS 522 over Pine Creek and the other on FAS 509 over the Powder River at Keating; however, only the Keating bridge will be on an FAS project and the other will be a county project. The State Highway Department will handle the engineering for both structures. Short sections of road realignment will be required at both sites.

V. R. Jones
Field Engineer, County & City Relations

VRJ:mm

NOTED
H. S. COX

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

LOCATION PROSPECTUS
EBELL PARK-PINE CORNERS SECTION
FAS 506 - BAKER COUNTY

11-28-60

The following prospectus is submitted concerning the above-mentioned section of FAS 506, which is a county road on the Federal Aid Secondary System. Northerly terminus is at the junction of FAS 506 with FAS 498 at Pine Corners. The southerly terminus is at the westerly end of the Pocahontas Section just east of Mill Creek. Total overall length of the project is 1.5 miles.

This will be a location survey to prepare plans, specifications, and estimates for placing a level course and constructing an 0-11 oil mat on existing alignment and grade. There are no towns affected.

Reconnaissance is not required. Soils investigation will be conducted to supplement existing data. There are no special drainage problems. An economic analysis is not needed at this time.

The existing (1959) ADT is 70 and the projected (1979) ADT is 100. This will be a Class "E" facility on tangent. The typical section will consist of a 20-foot oil mat traveled way with 4-foot shoulders. Deviations from State and Federal standards are not anticipated.

The rise and fall and central angle will be determined by survey.

This will be a two-lane highway with no control of access. There are no interchanges, railroad crossings, or major stream crossings. There are two small creek crossings on the southern end of the project.

The tentative base design by G. L. Decker is:

Wearing Surface	1¼"	0-11 Oil Mat
Top Course, Base	3 "	3/4"-0 Crushed
Bottom Course, Base	14 "	(Credit for 20" Pit Run Gravel)
Total Depth	18¼"	

(Base design subject to change on completion of soils investigation.)

The county will grade and place base surfacing and will provide 3/4"-0 leveling course material and oiling aggregates in stockpile. Said stockpile will be inspected and tested for suitability of materials.

NOTED
JOHN D. GRAHAM

11-28-60

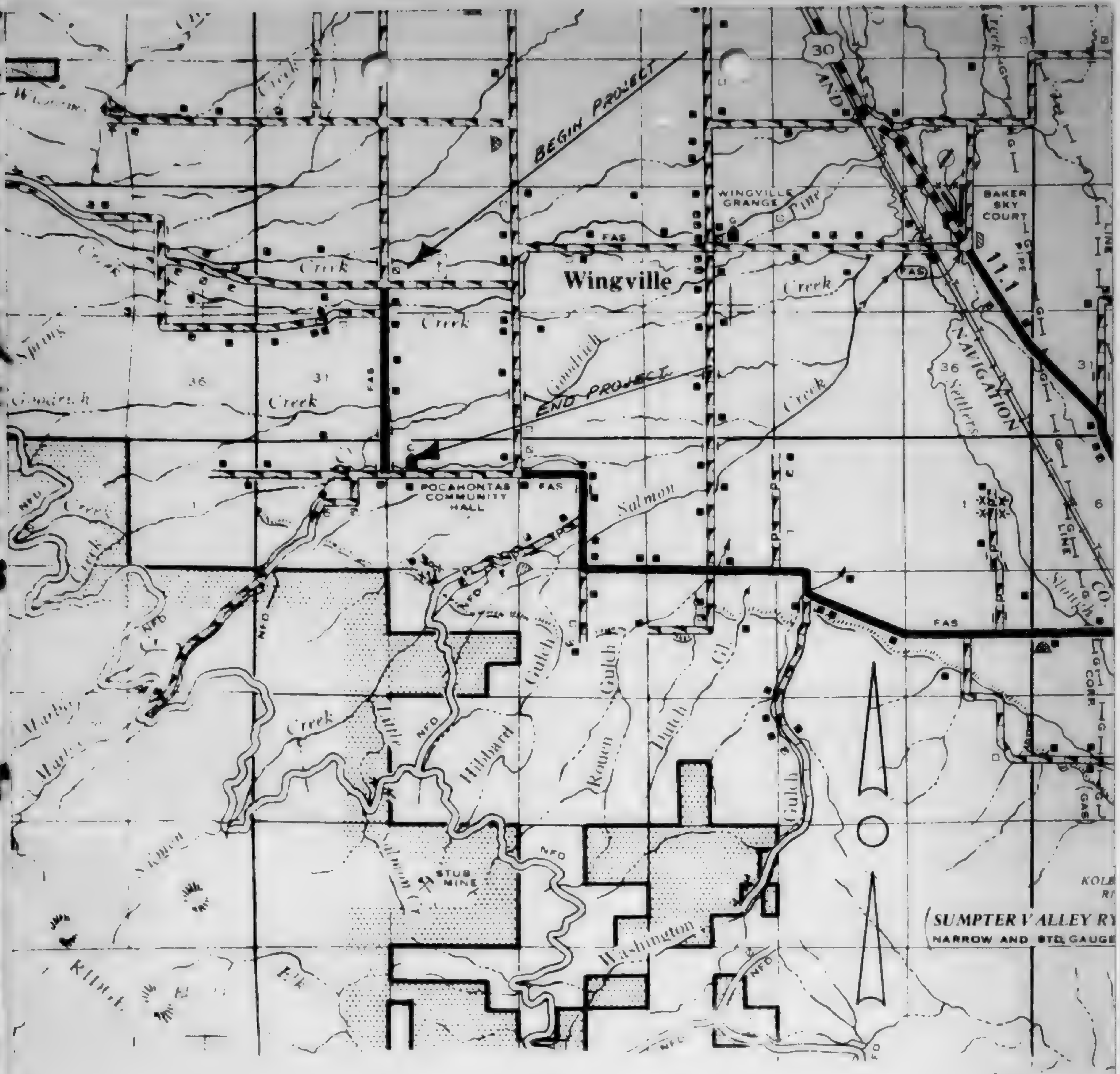
Final agreement with the county will be necessary.

There are no state parks or roadside rest areas affected by this project.

November 28, 1960

Attach.

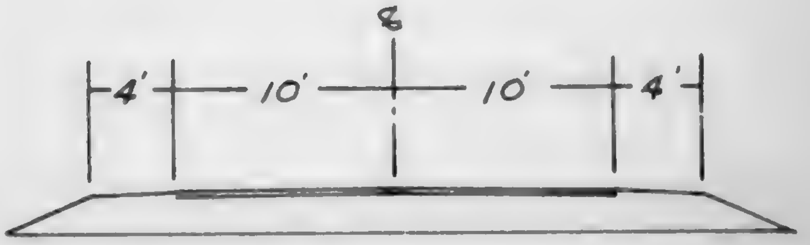
cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. F. Parson (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson /
Walter T. Wright



PROSPECTUS MAP
EBELL PARK - PINE CORNERS
FAS 506

BAKER COUNTY

Scale 1" = 1 MI. 1960



9-27-60

BAKER COUNTY
PROPOSED PROJECTS

FAS 521, Langrell Corners-Halfway, 3.3 miles, surface and oil, $30,000.

This project is presently being graded and base material is being placed under Oregon Project S-455(1), and the county plans to place part of the leveling course material in order to carry traffic until the oil mat can be placed.

The project is for the completion of the leveling course and for an 0-11 oil mat 20' wide with 2' shoulders. The county has produced and stockpiled the 3/4"-0" material for the leveling course and also the oiling aggregates.

FAS 506✓, Ebell Park-Pine Corners Section, 1.5 miles, surface and oil, $27,000.

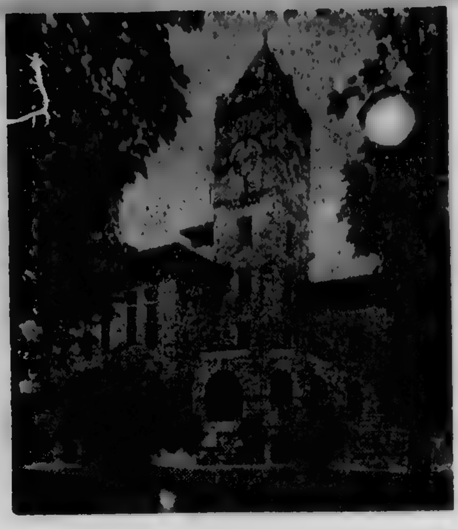
The project is for the placing of leveling course material and the construction of an 0-11 oil mat 20' wide with 4' shoulders.

The county will grade and place base surfacing and will provide 3/4"-0" leveling course material and oiling aggregates in stockpile.

It is planned to include these two projects in a single contract which will also include the Richland-Powder River Section on FAS 511 and the Pocahontas Section on FAS 506. These two sections were previously approved by the Highway Commission but have not been contracted. The Ebell Park-Pine Corners Section adjoins the Pocahontas Section on its westerly end.

60-h
9/27/60

Approved 11-3-60



BAKER COUNTY

BAKER • OREGON

LLOYD REA,
COUNTY JUDGE
R. M. PHIPPS,
GILL C. WRIGHT,
COMMISSIONERS

August 8, 1960

NOTED
H. S. COX

NOTED
Harold C. Ayers

Vernon Jones
County & City Relations
State Highway Department
Salem, Oregon

Dear Vern:

The County Court has given their approval for the additional $1\frac{1}{2}$ mile extention on the Pocahontas Road and Ebell Park to Pine Creek Corner. This is what we discussed when you were in Baker recently.

I need to talk to the Roadmaster further on whether we should put on three quater leveling course rock on the Langrell job near Halfway, Oregon

FAS 521

Sincerely,

Lloyd Rea B.

Lloyd Rea
County Judge

LR:bvl

RECEIVED
1960

S-.2L(1) Salmon Cr. Sec., Rock Cr. Co. 1962
Rd., FAS 806 (Grading)
[illegible]

C&H
2516

fas Coos Co

RECEIPT Date July 22 1964 No. 6075

Received From Ore St Highway Dept.

Address Salem, Oregon

Seven Hundred fifty and 63/100 Dollars $ 750 63

For refund on FAS project.

ACCOUNT			HOW PAID		
AMT. OF ACCOUNT			CASH		
AMT. PAID			CHECK	✓	
BALANCE DUE			MONEY ORDER		

Board of Commissioners
of [illegible]os County, Oregon

By Ila M. Liles
Secretary

8K 808 Rediform

FAS 806
Coos

OREGON STATE HIGHWAY DEPARTMEI

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-17-64	CC 877		5[illegible]-10[illegible]1-[illegible]7

INVOICE NUMBER
81902

Coos County
Courthouse
Coquille, Oregon
~~Att: Board of Commissioners~~

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Salmon Creek Section, grading, FAS 806. Covered by agreement dated January 19, 1962.	NOTED DON HARWELL		
County advance deposit Less amount previously transferred		8,800.00 6,500.00	
			2,300.00
County's share cost as per attached statement Less amount previously transferred		8,049.37 6,500.00	
			1,549.37
To be refunded			750.63

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

A 150 (REVISED 7-60)

RECEIVED
SEP 4 1963

FOR FILING

[illegible]

6141

September 3, 1963

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

On July 15, 1963, we wrote to you concerning release of final payment on Contract No. 6141, awarded to Selmar A. Hutchins for grading the Salmon Creek Section of FAS No. 806 in Coos County.

Final payment on this contract is $1,927.33 and the total contract amount is $39,627.30. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn

cc Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

Selmar A. Hutchins
P. O. Box 190
Sutherlin, Oregon

C. H. Maison
Attn.: John Herr

NOTED ON CARD
fkn

County of Coos

COQUILLE, OREGON

BOARD OF
COUNTY COMMISSIONERS
J. J. Geaney
Charles W. Mahaffy
Howard B. Lentz, Jr.

August 20, 1963

NOTED
DON HARWELL

RECEIVED
SEP 20 1963
ENGINEER
COUNTY & CITY DIVISION

State Highway Department
Chief Engineer
Schroeder Building
Myrtle Point, Oregon

Dear Sir:

On Monday, August 19, 1963 we made final inspection of Salmon Creek Section F. A. S. 806.

We thank you for the satisfaction of the water lines installed across the County road and the removal of the rocks in the channel above the culvert under the road.

This letter assures you of the acceptance of the construction work on the Salmon Creek Section F. A. S. 806 by Coos County.

Yours sincerely,
Board of Commissioners

J J Geaney
J. J. Geaney,
Chairman

Charles W. Mahaffy
Charles W. Mahaffy,
Commissioner

Howard B. Lentz Jr.
Howard B. Lentz, Jr.
Commissioner

JJG:il

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report (Final)

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 19, 1963

Section Salmon Creek

Highway FAS Route 806 County Coos

Contractor Selmar A. Hutchins

Date of contract July 5, 1962

Date work started July 3, 1962

Project authorization $43,477.31

Exclusive of engineering $40,385.59

Kind of work Grading

Section prefix 506-1001

Contract number 6161

Specified work days 65

Work days used 68

Per cent of time elapsed 104.6 %

Estimated cost of completed project, exclusive of engineering $39,807.30

Estimated per cent ~~overrun or~~ underrun 1.43 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $3,091.72

Engineering cost to date $2,996.64, 96.9 %

Date project was completed June 20, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%				

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project Completed

Semi-final was submitted to Division Office Thursday July 18, 1963

NOTED

CONSTRUCTION DIVISION
RECEIVED
JUL 22 1963

Signed

Address P. O. Box 326., Myrtle Point, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	A.M. Fog		
Tuesday	A.M. Fog		
Wednesday	Cloudy		
Thursday	A.M. Fog		
Friday	Cloudy		
Saturday			

Project was completed June 20, 1963

RECEIVED
JUL 15 1963
FOR FILING

S-424(1)

6141

July 11, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed June 20 on Contract No. 6141. The contract was with Selmar A. Hutchins and was for grading on the Salmon Creek Section of FAS Route 806 in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 11, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd F. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

RECEIVED
NOV 30 1962
FOR FILING

5 404 (1)

6141

November 2, 1962

Mr. Selmar A. Hutchins
P. O. Box 190
Sutherlin
Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 1, 1962, discussed with the Engineer your request for an extension of time on contract #6141. You requested 25 additional workdays within which to complete grading the Salmon Creek Section of FAS #806 in Coos County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted your request for 25 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: L. R. Chandler
K. D. Limbocker
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
OCT 10 1962
FOR FILING

6141

October 9, 1962

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 1
November 1 Meeting

Selmar A. Hutchins, contractor on the Salmon Creek grading project in Coos County, Contract No. 6141, has requested an increase of 25 workdays in which to complete the project. The job was let with a total of 40 allowable workdays.

Normal delivery time for the 132-inch multiplate culvert which was specified on this project, is five to six weeks, or 25 to 30 workdays. This delay in delivery was not considered when the workday allowance was computed, therefore, we believe that the request of the contractor for an additional 25 days is reasonable. Due to the nature of the work, all work had to stop while waiting for the culvert delivery.

This matter will be on the agenda for the November 1 meeting, and it is recommended that it have your favorable consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan

RLP:ajw hlb

RECEIVED
NOV 30 1962
FOR FILING
6141

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

#1

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6141 Contractor Selmar A. Hutchins

Highway FAS Rte. 806 (Rock Creek Road)

Section Salmon Creek

Kind of Work Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or **GRANTED**. The reasons for such recommendation are as follows:

11-~~3~~1-62 for an increase of 25 workdays

Recommended for Approval:

J F Bultman, Asst
Division Engineer

F B Klaboe
Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No. 6141

Project designation 506-1001, S424(1)
State-Federal

Date awarded July 5,1962

Work started July 3,1962

Per cent completed 28.0% 9/14/62
Date

No. of Workdays Allowed 40

No. of Workdays Used 34

No. of Added Workdays Requested 25

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 31, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 40 days to 65 days, within which to complete our Contract No. 6141, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The delivery of the 132" structural plate pipe was delayed from July 21, 1962 until September 17,1962 involving 34 workdays. The work necessary to the pipe bedding and other work,not contingent upon the placement of the pipe, was performed during the above dates and required 9 workdays.

Respectfully submitted,

Selmar A. Hutchins
Contractor

By Selmar A Hutchins

CONSENT OF SURETY

Date September 5, 1962

We, THE TRAVELERS INDEMNITY COMPANY, a Connecticut corporation of Hartford, Connecticut, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

G H Burnett
G. H. Burnett Attorney-in-fact Lewis Bldg; Portland, Oregon
JEWETT, BARTON, LEAVY & KERN (SEAL)
By G H Burnett
Resident Agent

FORM E-90 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1962

SUBJECT: Request for Extension of Time
Salmon Creek Section
FAS 806, Coos County
Contract No. 6141

To: Mr. R. L. Porter
Assistant State Highway Engineer

OFFICE

Attached is a Contractors Request for Increase in Number of Workdays in which to Complete Construction Contract submitted by Selmar A. Hutchins, contractor on this project. The contractor requests an additional 25 workdays due to normal delivery time which is required for the culvert used on this project.

The 132-inch multiplate pipe specified for this project is not kept in stock by the supplier. The plates for this project were fabricated in Middletown, Ohio, and it is normal to expect delivery in 5 to 6 weeks. The contractor ordered his pipe as soon as he was awarded the contract, and received delivery in about 6 weeks.

At the time the excavation was completed for the culvert, only 9 workdays had been charged. When the pipe was delivered, a total of 34-days had been charged, which indicates that 25-days were charged while waiting for the pipe delivery.

We believe that the increase of 25-days is justifiable due to our error in not taking into account delivery time on the culvert materials when assigning workdays, and recommend that it be granted.

This is an FAS project so Bureau of Public Roads concurrence is not required. It has, however, been discussed with the Bureau of Public Roads. A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By FB Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
Attachment

RECEIVED
OCT 4 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
AUG 8 1962
FOR FILING

8-30

MONTHLY TRANSACTION NO.

PROJECT REPORT NO. 424 (1)
6
6141

FOR PR-2
(REV. 5-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

ATE: Oregon
COUNTY: Coos
PROJECT NO.: S-424(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jc. near Br. S.E. 0.4 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-27-62	0.405
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 42,511.00	$ 26,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
L. R. Backlund
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer: August 7, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Federal-Aid Secondary
Project No. S-424(1)

Oregon State Highway Department

SALMON CREEK SECTION OF FAS ROUTE 806

IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 20, 1962

Type Code 0010
Roadway (Sta. 1+59.34 to Sta. 23+00) (Contract 6141)

Clearing and Grubbing	All Required		$ 7,500.00
Drainage Excavation, Unclass.	670 cu.yd.	$ 2.50	1,675.00
General Excavation, Unclass.	22,800 cu.yd.	0.50	11,400.00
Finishing Roadbed and Slopes	0.41 mile	500.00	205.00
6-inch Culvert Pipe	230 lin.ft.	1.75	402.50
18-inch Culvert Pipe	270 lin.ft.	4.30	1,161.00
24-inch Culvert Pipe	170 lin.ft.	6.00	1,080.00
8-inch Perforated Metal Drain Pipe	840 lin.ft.	1.90	1,596.00
Special Backfill in Drains	145 cu.yd.	6.00	870.00
1-inch Galvanized Water Pipe	220 lin.ft.	1.25	275.00
2-inch Galvanized Water Pipe	260 lin.ft.	1.70	442.00
132-inch Structural Plate Pipe, Coated	All Required		12,000.00
			$38,544.50
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
	Subtotal		$38,644.50
	10% Engr. & Cont.		3,866.50
	Total		$42,511.00

Length of Roadway - - - - - 0.405 Mile
Cost of Roadway Per Mile- - $104,965.43

Federal Funds -	$26,700.00
State Funds -	7,905.50
County Funds- -	7,905.50
	$42,511.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 329, Laws 1939.
Funds for Maint.: Chap. 329, Laws 1939.

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
DON HARWELL

July 12, 1962

Coos County Board of Commissioners
Courthouse
Coquille, Oregon

Gentlemen:

This is to acknowledge receipt of your check for $8,800 as advance deposit on the Salmon Creek Section, FAS 806. Contract No. 6141 covering this project has been awarded to Selmar A. Hutchins.

A copy of the contract and a set of plans are enclosed. If additional copies of either are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-9-62	CC 766		506-1001-297

NOTED
H. S. COX

INVOICE NUMBER 75123

NOTED
DON HARWELL

Coos County
Coquille, Oregon
Attn: Board of Commissioners

NOTED
R. H. PRANGE

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$8,800.00
Partial transfer of county advance deposit for the Salmon Creek Section, FAS 806. Covered by agreement dated January 19, 1962.			6,500.00
To be retained			$2,300.00

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received [illegible]
By

NOTED
[illegible]

A 150 (REVISED 7-60)

NOTED
H. S. COX

NOTED
[illegible] JON[illegible]

NOTED
DON HARWELL

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

June 30, 1962

Coos County Board of Commissioners
Courthouse
Coquille, Oregon

Gentlemen:

On June 27, a satisfactory bid was received from Selmar A. Hutchins of Roseburg for construction of the Salmon Creek Section of FAS 806. As per agreement between County and State, the following advance deposit is required of the County prior to awarding of the contract:

Bid Items	$38,546.50
Flagging	100.00
Engineering & Contingencies, 12-1/2%	4,830.81
Estimated Total Cost.	$43,477.31

County Advance Deposit
20% of $43,477.31 = $8,695.46 - or say $8,800

Please make this advance deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $8,800, forwarding same to this office. When this deposit is received, a contract can be awarded for this project.

There were three bidders on the project and bids ranged from $38,546 to $54,726.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

RECEIVED
JUL 12 1962
FOR FILING

6141

July 3, 1962

Selmer A. Hutchins
P. O. Box 198
Sutherlin, Oregon

Dear Mr. Hutchins:

The State Highway Commission on June 29, 1962, accepted your proposal for grading on Salmon Creek Section of the Rock Creek County Road in Coos County for the sum of $38,346.50 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6141. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Pacific Builder & Engineer, Inc.
1945 Yale Place North
Seattle 2, Washington
Attention: Dorothy McCormack

Frank Morgan
L. H. Young
R. G. Savage

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Daily Journal of Commerce
P. O. Box 932
Portland, Oregon
Attention: News Room

NOTED
J. Mc C.

fkn

RECEIVED
JUN 20 1962
FOR FILING

[illegible]

[illegible]

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
June 19, 1962

Cooperative Construction Agreement
Salmon Creek Section
Myrtle Creek County Road
FAS 806, Coos County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. Verne R. Jones
County & City Relations Planning Engineer

Attached is a conformed copy of a cooperative construction agreement with Coos County covering the Salmon Creek Section of the Myrtle Creek County Road, FAS 806, in Coos County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Coos County.

Secretary

rn
Attach: 1

NOTED
DON HARWELL

NOTED
V. R. JONES

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. S 424 (1)

Highway No. FAS 806

Name of Project Salmon Creek Section

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Coquille, Oregon, this 7th day of June, 1962.

______ County ~~Court~~ Commission

J J Geaney
~~Judge~~

Commissioner

Charles M Mahaffey
Commissioner

NOTED
H. S. COX

NOTED
DON HARWELL

June 5, 1962

Coos County Board of Commissioners
Courthouse
Coquille, Oregon

NOTED
V. R JONES

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Salmon Creek Section of FAS 806.

The set of plans and specifications is for your information and records.

The agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of the project, including engineering and contingencies, is $47,300; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements covld arrive in Salem not later than June 20.

It is presently planned to accept bids for this project on June 27.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

RECEIVED
[illegible] 1962
FOR FILING

[illegible], CHAIRMAN
KLAMATH FALLS
JOHN P. AMACHER, WINCHESTER
ROLLIN E. BOWLES, PORTLAND
[illegible], COQUILLE
MAX WILSON, [illegible]

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 4136
PORTLAND 8

May 23, 1962

State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. G. S. Paxson

Re: Salmon Creek Section
FAS Route 806
Coos County

Dear Sir:

We have examined the plans for the above project, where a 132-inch round structural plate pipe will be used to carry the waters of Salmon Creek. It is understood that a gradient of four per cent is planned for this culvert.

In view of the extremely limited use of this stream by anadromous fish and the proximity of Myrtle Creek, which is an excellent spawning stream, it is felt that no special provision for fish passage will be necessary in this instance.

Thank you for the opportunity to comment upon this project.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

NOTED
G. S. PAXSON

ROK:sm

cc: Wm. Clothier

RECEIVED
MAY 24 1962
OREGON
STATE HIGHWAY COMMISSION

Frank Hall
F. D. Morgan

NOTED
Harold C. Avers

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. H. PRANGE

May 15, 1962

Coos County Board of Commissioners
Courthouse
Coquille, Oregon

Options
FAS 806, Salmon Creek Section

Gentlemen:

Enclosed you will find one revised and one original option form in triplicate covering right-of-way to be acquired in connection with the Salmon Creek Section of the Myrtle Creek County Road in Coos County.

File 34627-E was formerly a part of parcel #2 of file 34627-A.

File No.	Name	Area
34627-A	Aubrey R. Bateman, et ux	0.6 acre, P 1 0.59 acre, P 2
34627-E	J. T. Everaden, et ux	1.81 acres

We are attaching three prints of Map No. 10C-41-8 covering this area and bearing our date of May 10, 1962.

Please return a signed or conformed copy of each option to the State Highway Department so that we may inform the engineers of the conditions, if any, on each transaction.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

FORM E-30 50M 6-61 36691

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1962

SUBJECT: Options
Salmon Creek Section
Myrtle Creek County Road
Coos County

To: Mr. H. S. Cox
County & City Relations Engr.
OFFICE

RECEIVED
MAY 14 1962
ENGINEER
COUNTY & CITY RELATIONS

Attached you will find 1 revised and 1 original option form in quadruplet covering right of way to be acquired in connection with Salmon Creek Section of Myrtle Creek County Road in Coos County.

File 34627-E was formerly a part of parcel #2 of file 34627-A.

For your information we are enclosing copies of the Authorization list and Mr. Limbocker's letter of May 3, 1962.

We are attaching four prints of map No. 10C-41-8 covering this area and bearing our date of May 10, 1962.

File No.	Name	Area	
34627-A	Aubrey R. Batemen, et ux	0.6 Acre	P 1
		0.59 "	P 2
34627-E	J. T. Evernden, et ux	1.81 "	

EFS

EARL F. SALING
Right of Way Office Manager

AC:jm
encls. 2 Options-Auth. List
4 Prints-Copy Ltr.

cc: L. R. Chandler-1 Print

L. W. Riley

REGON STATE HIGHWAY DEPAR ENT
Construction Division

Option File Numbers 34627 A

To Right of Way Checking Dept.

Request for Revision of:

R/W (x) St. File ( ) Quarry/Gr. Pit ( ) Park ( ) Maint. ( ) Other

Request originated by Construction Department Date May 9, 1962

Request approved by D. J. Barber Date May 9, 1962

Request canceled by Date

Section Salmon Creek

Highway Myrtle Creek County Road

Unit

County Coos

A revision in the original description of the parcel noted to be purchased is necessary because:

Split in ownership

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MAY - 9 1962
RIGHT OF WAY

Plans received by Checking Dept. Date MAY 9 1962

Description revised by Checking Dept. Date

W Dept. Date

Copy to: R/W Files ✓
~~Edwards~~ Morgan
~~Boston~~ Wright
Hall
Div. Engr.

State Printing 87146

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
V. R. JONES

NOTED
DON HARWELL

NOTED
R. H. PRANGE

May 8, 1962

Coos County Board of Commissioners
Courthouse
Coquille, Oregon

Revised Options
Salmon Creek Section
FAS 806 (Myrtle Creek Co. Rd.)

Gentlemen:

Enclosed you will find one revised and one original option form in triplicate covering right-of-way to be acquired in connection with the Salmon Creek Section of the Myrtle Creek County Road in Coos County. File 34627-D was formerly a part of 34627-C.

File No.	Name	Area
34627-C	H. J. and G. Larmon, et ux	0.85 acre
34627-D	H. Shields, et ux	1.45 acre

Also enclosed are three prints of Map No. 10C-41-8 covering this area and bearing our date of May 3, 1962.

Please return a signed or conformed copy of each option to this office so that we may inform the engineers of the conditions, if any, on each transaction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

V. R. Jones
County and City Relations Planning Engineer

VRJ:mm
Encl.

FORM E 30 5OM 6 61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1962

SUBJECT: REVISED OPTIONS
Salmon Creek Section
Myrtle Creek County Road
Coos County

To: Mr. H. S. Cox
County & City Relations Engr.
OFFICE

Attached you will find 1 revised and 1 original option form in quadruplet covering right of way to be acquired in connection with Salmon Creek Section of the Myrtle Creek County Road in Coos County.

File 34627 "D" was formerly a part of 34627 "C".

We are attaching 4 prints of map number 10C-41-8 covering this area and bearing our date of May 3, 1962.

File No.	Name	Area
34627 C	H. J. & G. Larmon, et ux	0.85 acre
34627 D	H. Shields, et ux	1.45 acres

EARL F. SALING
Right of Way Office Manager

AC:if

encls. 2 options - 4 prints

cc: L. R. Chandler - 1 print
L. W. Riley

RECEIVED
MAY - 4 1962
ENGINEER
COUNTY & CITY RELATIONS

FORM E 30. 8M 7-60 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Myrtle Pint, Oregon
May 3, 1962

SUBJECT: Right of Way
Salmon Creek Section
FAS-806
Coos County

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Attention: Ed Merelock
Chief Locating Engineer

Herewith Right of Way map for the Salmon Creek Section, FAS-806, togeather with Aubrey R. and Dora E. Batemans option and J. T. and Alice Everndens deed.

Parcel No. 2 in Batemans option included property owned by Evernden, and is therefore in error. Right of Way map previously submitted was in error and caused the error in drawing up the option.

The Right of Way map submitted herewith seperates the two properties and is correct.

Please forward options to Coos County.

K. D. Limbecker
Resident Engineer

xxxxxxxxxxxxxxx

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
JOHN D. GRAHAM

NOTED
[illegible]

April 19, 1962

Coos County Court
Courthouse
Coquille, Oregon

Options, FAS 806
Salmon Creek Section

NOTED
R. H. PRANGE

Gentlemen:

Attached you will find three original option forms in triplicate covering right-of-way to be acquired in connection with the Salmon Creek Section of the Myrtle Creek County Road.

Please return a signed or conformed copy of each option to this office so that we may inform the engineers of the conditions, if any, on each transaction.

We are attaching three prints of Map No. 10C-41-8 covering this area and bearing our date of April 10, 1962.

File No.	Name	Area
34627-A	Aubrey R. Batemen, et ux	0.6 acre, Parcel 1 2.4 acres, Parcel 2
34627-B	Albert N. Lee, et ux	0.55 acre
34627-C	James Henry Shields, et al	2.3 acres

V. R. Jones
County & City Relations Planning Engineer

VRJ:mm
Att.

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1962

SUBJECT: OPTIONS
Salmon Creek Section
Myrtle Creek County Road
Coos County

To: Mr. H. S. Cox
County & City Relations Engr.
OFFICE

Attached you will find 3 original option forms in quadruplet covering right of way to be acquired in connection with Salmon Creek Section of the Myrtle Creek County Road in Coos County.

Please return a signed or conformed copy of each option to the State Highway Department so that we may inform the Engineers of the conditions, if any, on each transaction.

We are attaching 4 prints of map No. 10C-41-8 covering this area and bearing our date of April 10, 1962.

File No.	Name	Area	
34627-A	Aubrey R. Batemen, et ux	0.6 Acre 2.4 Acres	P 1 P 2
34627-B	Albert N. Lee, et ux	0.55 Acre	
34627-C	James Henry Shields, et al	2.3 "	

EFS

EARL F. SALING
Right of Way Office Manager

AC:jm
encls. 3 Options-4 Prints

cc: L. R. Chandler-1 print
L. W. Riley

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APR 18 1962
ENGINEER
COUNTY & CITY RELATIONS

TO County
4-19-62

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section [illegible] Coos Highway F.A.S. 806 County Coos NO Profile 306-1441
Res. Engr. [illegible] Length of Project 2.5 Approx. Miles. Sta. ______ to Sta. ______ Date 4-5-62

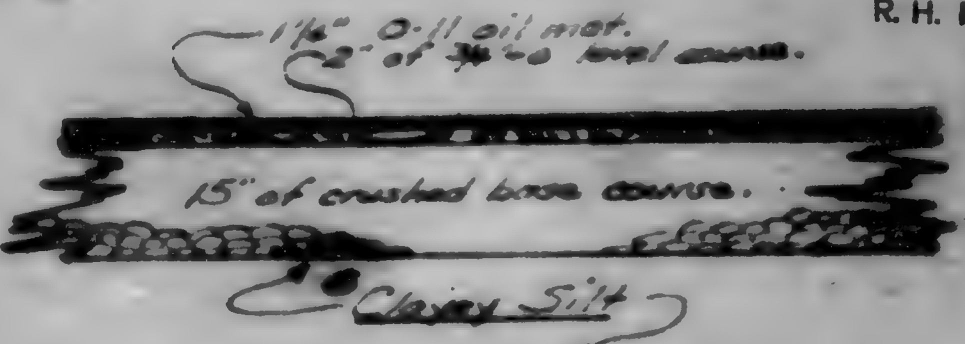
TYPICAL SECTIONS Traffic Classif. – Medium Heavy (Logging Area)

NOTED
Harold C. Ayers

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

NOTED
R.H. PRANGE



State participation is for grading.
Coos County to place base & oil.

① Typical Soil
34 LL
12 PI
69 % P200
8 % Gravel
23 % Sand
42 % Silt
27 % Clay
10 R Value (Corrected)
AASHO Classif. – A-6 (8)

4-5-62

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COUNTY & CITY RELATIONS

Required		Designed		
[illegible]	[illegible]	[illegible]	[illegible]	
			1½	Oil
			2	Level.
			15	B. Course
1 18			18½	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for
Material source to be furnished by Coos County.											
Paving Type – County preference.											

Submitted by F W Yarbrough
Soils Assistant
[redacted]

Recommended by [illegible]
Asst. Construction Engineer

Recommended by G W Harris
Engineer of Materials

Approved by [illegible]
Deputy State Highway Engineer

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

NOTED
Harold C. Ayers

MEMO TO J. W. NASH

Date: 4/3/62

FAS 806 , COOS COUNTY

TERMINI: From a point on the new alignment of FAP 14 0.4 mile west of Bridge to the old alignment of FAS 806 0.1 mile south of Bridge.

PROPOSED WORK: Grade, drain, and construct a reinforced box culvert.

PROJECT LENGTH: 0.44 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$60,000	$36,000	$12,000	$12,000	(County)

EXISTING FACILITIES: 18' bituminous surface, 28' roadway.

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

ADJACENT SECTIONS:
[illegible]/EAST END: 18' bituminous surface, 28' roadway.
WEST END: FAP 14.

[illegible]

PROJECT DATA: Grade, drain, and construct a reinforced 9' X 9' concrete box culvert on new alignment. The new alignment will eliminate a covered timber truss 211' long [illegible] and 19' wide over the Coquille River from the FAS route and a pile trestle 120' long and 22' wide on a public road over Salmon Creek. The timber truss has decaying piers and insufficient clearance above the stream bed. Due to poor alignment at the southerly end there has been constant damage by logging trucks to the superstructure. The pile trestle over Salmon Creek has decayed piers and deteriorated stringers and decking The new alignment will utilize a new state highway bridge for traffic entering the community of Bridge. The new construction will have a 40' subgrade to accommodate a 22' oil mat with 4' shoulders which will be constructed by the county.

RIGHT OF WAY: 80' minimum.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION: Minor [illegible] map correction.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: Some dairy farming, school bus, and mail route. Extensive log hauling from heavily timbered area adjacent to the route.

VRJ:mm

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[illegible] 1962
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LOCATION PROSPECTUS
SALMON CREEK SECTION
FAS 806
COOS COUNTY

The following prospectus is submitted concerning the above-mentioned section of FAS 806 which is a county road on the Federal-aid Secondary System. The northerly terminus is opposite Station "L" 511+50 of the relocated King Creek-Bridge Section on the Coos Bay-Roseburg Highway. The southerly terminus is southerly of the covered bridge crossing of the Middle Fork, Coquille River. The overall length of the project is 0.36 mile.

This will be a location survey to prepare plans, specifications and estimates for grading on new alignment. The proposed project is near the community of Bridge.

The general route is an extension of the existing county road in a northwesterly direction, southerly of the Middle Fork, Coquille River, to a connection to the relocated Coos Bay-Roseburg Highway. Routine soils investigations will be conducted. No special drainage problems are anticipated. An economic study is not needed at this time.

The existing 1960 ADT is 400 and the projected 1980 ADT is 740. The proposed typical section will consist of two 11-foot travel lanes with 4-foot shoulders. No deviations from State and Federal standards are anticipated.

This will be a county road with no control of access. There are no railroad crossings or major stream crossings. A suitable culvert or bridge will be required over Salmon Creek.

The tentative base design for construction is:

Wearing Course	1 1/4"	Oil Mat
Top Course Base	2 "	Level
Bottom Course Base	13 "	Coarse Crushed
Total Depth	16 1/4"	

(Base design is subject to change upon completion of soils exploration.)

The oil mat wearing surface and 4-foot shoulders will be placed by the County at a later date.

Agreements with Coos County will be necessary.

There are no State parks or roadside rest areas affected by this project.

February 2, 1962

Attachment

cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
C. G. Polk
Fred Sugnet
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

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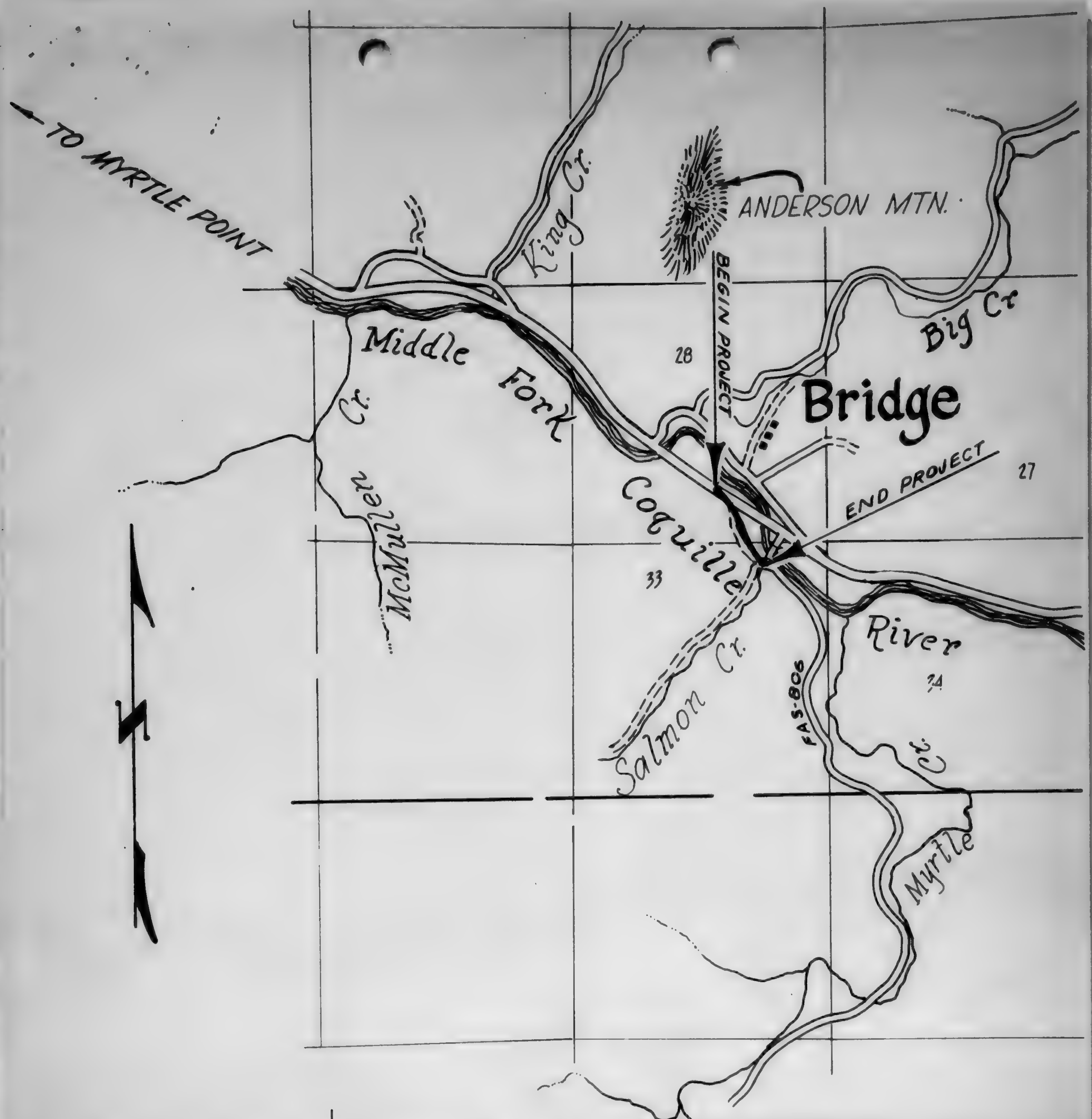
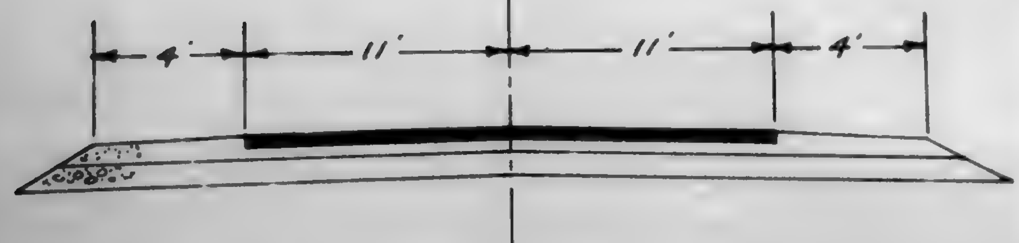
FEB 7 1962
OFFICE OF
STATE H[illegible] ENGINEER





TYPICAL SECTION

PROSPECTUS MAP

SALMON CREEK SECTION
FAS - 806

COOS COUNTY

Scale 1" = 1/2 Mile
Jan., 1962

FORM E 30X- -50M- -6-61- -26682

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1961

SUBJECT Salmon Creek Bridge on FAS 806
Located adjacent to BRIDGE, Oregon
Ref: BR 8636-Letter of 10-17-58

To:

Mr. Ivan D. Merchant
Bridge Engineer

OFFICE

At the request of Vern Jones of County-City Relations the site of Salmon Creeks Bridge replacement was viewed. This bridge is adjacent to Bridge No. 8636 which was contemplated for replacement in 1958 prior to start of reconstruction of Highway 42. With highway 42 work in Prospect, Coos County postponed work on Bridge 8636. Now with a new bridge under construction FAS 806 is being extended 1/4 mile to a Junction with the new highway with elimination of bridge No. 8636. It will however, require a bridge over Salmon Creek to replace the existing bridge with a H.C. of 10'9". The ends of the Middle fork bridge over the Coquille River (BR 8636 and the Salmon Creek Bridge with out an assigned number) are only about 70 feet from each other. The streambed of the Middle Fork and bridge 8636 are over a shale bottom - See pictures on the 8636 report.

The present bridge over Salmon Creek consists of 8-15 foot spans and 9 pile bents. It has a H-C of 10'9". Deck to streambed was estimated at25 feet. I would judge pile penetration could be from 5 to 15 feet. The deck consists of 4x12 transverse and 6-3x12 running plank 3 under each wheel tread.

The drainage area of Salmon Creek above the bridge site would approx. 2 sq. miles. Flood water from the Middle Fork Coquille River would back up the stream channel under the bridge.

The requirements for this stream should be assessed by Roy Edgerton's Department. I would expect, however, that a 6'x6' to a 7'x7' r.c.b.c. should be adequate to carry the flow of this drainage area.

Pictures as attached:

Neg. No. 2-Looking west at existing structure.
Neg. No. 3-Alluvial brushy upstream channel from existing bridge.

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DEC 21 1961
ENGINEER
COUNTY & CITY RELATIONS

1

Neg. No. 4-Downstream channel and confluence with Middle Fork Coquille River about 50 feet below existing bridge .

Neg. No. 5-Looking east at bridge. Grade line would probably be revised to fit FAS 806 leading from east. The road to the left is to bridge 8636 and the town of Bridge.

Neg. No. 6-Downstream face of the existing bridge looking west.

Neg. No. 7-South end of bridge 8636 over Middle Fork of Coquille River as taken from the center of the east end bent of Salmon Creek Bridge.

Neg. No. 8-From 150 feet east. Salmon Creek bridge to left of car and beldowroadway. Middle fork Coquille River Bridge 8636 to right.

J T Skelton

J. T. Skelton
Bridge Testing Engineer

JTS:amd

cc
M. S. Cox - Vern Jones
E. G. Ricketts
T. C. Roake
J. T. Skelton - W. C. Hill

COOS COUNTY
PROPOSED FAS PROJECT

12-19-61

FAS 806: Salmon Creek Section, 0.25 mile, grading and structure, $31,000. This project extends from the new highway alignment 0.2 mile west of Bridge to the present route of FAS 806 south of Bridge.

The proposed project is to grade and drain a section of new alignment to connect the present FAS route to the new alignment of the Coos Bay-Roseburg Highway. The subgrade will be constructed to a width to accommodate a 22' wide oil wearing surface and 4' shoulders which will be placed by the county. Construction of a suitable culvert or bridge at Salmon Creek will be included in the project.

The $31,000 represents the balance of Coos County's FAS funds and this amount will be supplemented with additional funds when they become available.

See Item 62-e, 6/29/62
For surfacing same section

62-a
12/19/61

[illegible]

NOTED
H. S. COX

NOTED
C. G. SWENSON

February 15, 1961

NOTED
Harold C. Ayers

Mr. William Griffith
Coos County Engineer
Courthouse
Coquille, Oregon

file this

Dear Mr. Griffith:

The matter of the connection of Myrtle Creek Road, FAS 806, with the Coos Bay-Roseburg Highway in the vicinity of Bridge which I discussed with you in your office on February 1 has been discussed with our Construction Division. It has been decided that channelization of the highway at this point is not necessary and there would be no objection to this road connection at any point between station 512 and approximately station 515+50. Station 515+50 is 250 feet west of the west end of the proposed bridge.

X-ref'd to Co Rds

I believe the best way to handle this matter and also the connection of McMullen Road would be that at such time as you decide on the location of these connections you make application for a road approach permit through Mr. George Baker, District Maintenance Superintendent at Coquille. Should you have any further questions regarding this matter, please feel free to contact this office.

Would you please confirm by letter the cancellation of the FAS project for reconstruction of the bridge on FAS 806.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm

cc: G. S. Paxson
Tom Edwards, attention D. J. Barbee
I. A. De France
George Baker, D.M.S., Coquille

Project [illegible] 12-4-61 VJ

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

COUNTY ROAD FAS PROJECT DATA

1. Name of County Coos FAS No. 806
2. County Road Name Myrtle Creek Road
3. Section Name State Hwy.-Salmon Gulch Bridge Length 0.25
4. Type of Project Grading & Structure
5. Survey to be done by: State X County ____
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes ____ No X
Will it be furnished? Yes X No ____
7. Wearing Surface: Type Road Mix Width 22 Shoulders 4'
8. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract X
9. Bottom Base Course:
By County X County Date of Completion ____ By Contract ____
10. Leveling Course:
By County X County Date of Completion ____ By Contract ____
11. Wearing Surface:
By County X County Date of Completion ____ By Contract ____
12. Clearing:
By County ____ County Date of Completion ____ By Contract X
13. Is there any merchantable timber on right-of-way? Yes ____ No X
14. Will timber be reserved for owner? Yes - No -
15. Will timber become property of contractor? Yes - No -
Remarks ____

MATERIAL SOURCE -

16. Gravel ____ Quarry X Cinders ____
17. Owner: County ____ State ____ Private ____
18. Location: ____ Section ____ Township ____ Range ____ W.M.

19. Materials furnished by County: Borrow - Select Topping -

Base Course - Level Course - Mineral Aggregates -

20. Miscellaneous Items:

Remarks:

FINANCIAL- -

21. Estimated Cost: $

22. Available FAS Funds: $

23. Date Match Money is Available:

24. Will there be any 100% County Money? Yes No X

25. Maximum Amount of 100% County Money Available: $ -

26. Date County Requests Letting: June 1962

Remarks County wishes to reserve right to let structure only & do grading by county forces.

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes X No

28. Will right-of-way be acquired by: Resolution or Deed X

29. Should State prepare options? Yes X No

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes No X

31. Should material source site be included in right-of-way descriptions?

Yes No X

32. Does project run inside city? Yes No X
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. Projects may only extend into cities with less than 5000 population.)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes No X
(NOTE: County must move all utilities located on present right-of-way.)

Remarks

RAILROADS- -

34. Location: -

35. Name of Railroad: None

36. Number of tracks: -

37. Sight distance: - (Left) - (Right)

38. Number of trains -

39. Angle of intersection -

40. Type of crossing: Grade - Overcrossing - Undercrossing ____

41. Number of signs: Advance Warning ____ Crossbucks ____ Stop ____

Automatic Flashing ____ Automatic Bell ____ Gates ____

Remarks ____

STRUCTURES- -

42. Are there any structures to be replaced or altered? Yes x No ____

43. Will replacement by by: County ____ Contract x
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes - No -

45. Will County adjust structure to additional width? Yes - No -

46. Will adjusted width be standard? Yes ____ No ____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks Unknown at present time whether bridge or Box culvert will be used at Salmon Creek Gulch.

47. Is project contingent upon other factors? Yes ____ No x

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain: ____

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: ______________________________

50. (c) Surveys (Coordination with outside surveys)

Explain: ______________________________

__________________ County

Date __________________

By J J Geaney
County Judge

By Robley E Doyle
County Engineer

R B Cox
O.S.H.D. Field Engineer

Walter Barklow. commissioner

Charles W. Mahaffy commissioner

S-352(2) Monitor Br. over Butte Cr., 1962
County Market Rd. N. 15 at
#6142 Monitor

CVA
2517

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-3-64	CC 840		503-1085-997

INVOICE NUMBER
80845

Clackamas County
~~Courthouse~~
OregonCity, Oregon
Att: Board of County Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Monitor Bridge, FAS 912 covered by agreement dated December 8, 1961.			
Original advance deposit		5,100.00	
less amount previously transferred		4,000.00	
			1,100.00
County's share as per attached statement		4,418.58	
Less amount previously transferred		4,000.00	
			418.58
Refund Due County			681.42

RECEIVED
FEB 5 1964
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_______________

By_______________________________________

A 150 (REVISED 7-60)

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-3-64	CC 841		503-10[illegible]5-097

INVOICE NUMBER 80846

Marion County
Courthouse
Salem, Oregon
Att: Board of County Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Monitor Bridge, FAS 812 covered by agreement dated December 8, 1961.			
Original advance deposit		5,100.00	
Less amount previously transferred		4,000.00	
			1,100.00
County's share as per attached statement		4,418.58	
Less amount previously transferred		4,000.00	
			418.58
Refund Due County			681.42

RECEIVED
FEB 5 1964
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $__________

By______________

A 150 (REVISED 7-60)

9

RECEIVED
JAN 18 1963
FOR FILING

6142

January 17, 1963

Wells-Reed-Wood-West Insurance Co.
412 Failing Building
Portland 4, Oregon

Gentlemen:

On December 27, 1962, you were notified of the release of final payment on Contract No. 6142, awarded to Walder & Kenworthy, for Monitor Bridge construction on Butte Creek Section of the County Market Road #15 (FAS 812) in Clackamas and Marion Counties.

Final payment on this contract is $2,937.50 and the total contract amount is $45,160.00. No work was performed under force account.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Great American Insurance Co.
320 California St.
San Francisco 4, Calif.
Attn: Bond Department

Great American Insurance Co.
Portland Service Office
407 Failing Building
Portland 4, Oregon

NOTED ON CARD
fp

Walder & Kenworthy
4911 S. E. Meldrum Ave.
Portland 22, Oregon

C. H. Maison
fp

RECEIVED

6142

December 26, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed December 19 on Contract 6142. The contract was with Walder & Kenworthy and was for work on the Monitor Bridge, over Butte Creek, on County Market Road No. 15, FAS 812, in Clackamas and Marion Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 26, 1962, and that you concur in this procedure at the Commission meeting on January 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

Surety letter written 12/27/62

6142

RECEIVED
Aug 29 1962
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTH ... NO. Aug 29 1962	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. [illegible]	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Clackamas & Marion PROJECT NO. S-352(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

6142

PROJECT TERMINI

Co. Rd. Butte Cr. in Monitor

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-5-62	0.021
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 49,775.00	$ 31,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. L. Foster

ASSISTANT State Highway Engineer
(Title)

By ______
(Title)

By ______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer August 7, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-352(2)

MONITOR BRIDGE SECTION (BUTTE CREEK) OF FAS ROUTE 812

IN CLACKAMAS AND MARION COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 20, 1942

Type Code [illegible]
Monitor Bridge (Sta. 15+11 to Sta. 16+21)(Contract 6142)

Remove Old Bridge and Provide for Traffic	All Required		$11,000.00
Shoring, Cribbing, etc.	All Required		2,500.00
Structural Excavation	80 cu.yd.	$ 4.00	320.00
Structural Excavation below Elevation Shown	10 cu.yd.	20.00	200.00
Furnish Timber Piling	800 lin.ft.	1.00	800.00
Furnish Treated Timber Piling	640 lin.ft.	1.25	800.00
Drive Timber Piles	48 only	50.00	2,400.00
Class "A" Concrete (250 cu.yd.)	All Required		17,000.00
Metal Reinforcement (60,000 lb.)	All Required		8,000.00
Metal Parapet Railing	220 lin.ft.	9.00	1,980.00
8-inch Metal Drain Pipe	50 lin.ft.	3.00	150.00
			$45,150.00
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
	Subtotal		$45,250.00
	10% Engr. & Cont.		4,525.00
	Total		$49,775.00

Length of Structure - - - - - 0.021 Mile

Federal Funds -	$31,300.00
State Funds -	9,237.50
County Funds- -	9,237.50
	$49,775.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
[illegible] 1962

6142

FORM E-1[illegible]X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 25, 1962

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage Street
Salem, Oregon

Re: Monitor Bridge
over Butte Creek
Contract No. 6142
FAP No. S-352(2)

Dear Mr. Parsons:

Walder & Kenworthy began work on the Monitor Bridge over Butte Creek on County Market Road No. 15, FAS 812 in Clackamas and Marion Counties, Contract No. 6142, FAP No. S-352(2), on July 24, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query
J. W. Nash
D. B. Parkes

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

July 16, 1962

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon

Gentlemen:

This is to acknowledge receipt of your advance deposit of $10,100 on the Monitor Bridge, FAS 812, and the Ross Bridge, FAS 731. Contract No. 6142 covering the Monitor Bridge has been awarded to Walder and Kenworthy and Contract No. 6143 covering the Ross Bridge has been awarded to R. H. Willsey.

Copies of the contracts and sets of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Relations Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-9-62	CC 765	NOTED R. H. PRANGE	503-1035-297 NOTED H. S. COX

INVOICE NUMBER
75124
NOTED
DON HARWELL

Clackamas County
Oregon City, Oregon
Attn: County Bd. of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
			$5,100.00
Advance Deposit			
Partial transfer of county advance deposit for the Monitor Bridge FAS 312. Covered by agreement dated December 8, 1961.			4,000.00
			$1,100.00
To be retained			

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with request $
By

NOTED

A 150 (REVISED 7-60)

(2)

NOTED
[illegible]

NOTED
H. S. COX

NOTED
DON HARWEL

NOTED
JOHN D. GRAHAM

July 16, 1962

Marion County Court
Courthouse
Salem, Oregon

NOTED
R. H. PRANGE

NOTED
Harold C. Ayers

Gentlemen:

This is to acknowledge receipt of your advance deposit of $20,400 on the Monitor Bridge, FAS 812, the Ross Bridge, FAS 731 and the Abiqua Bridge, FAS 733. Contract No. 6142 covering the Monitor Bridge has been awarded to Walder and Kenworthy, Contract No. 6143 covering the Ross Bridge has been awarded to R. H. Willsey and Contract No. 6139 covering the Abiqua Bridge has also been awarded to R. H. Willsey.

Copies of the contracts and sets of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

cc: John Anderson

OREGON STATE HIGHWAY DEPARTM

INVOICE

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-5-62	CC 762		503-1085-297

INVOICE NUMBER
75106

Marion County
Salem, Oregon
Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$5,100.00
Partial transfer of county advance deposit for the Monitor Bridge, FAS 312. Covered by agreement dated December 8, 1961.			4,000.00
To be retained			$1,100.00

NOTED
R. H. PRANGE

RECEIVED
JUL - 6 1962
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received on Deposit
By

A 150 (REVISED 7-60)

RECEIVED
JUL 12 1962

FOR FILING
6142

July 5, 1962

Halder & Kenworthy
4911 N. E. Meldrum
Portland 22, Oregon

Gentlemen:

The State Highway Commission on June 29, 1962, accepted your proposal for construction of Monitor Bridge over Butte Creek, County Market Road N. 13, in Clackamas and Marion Counties for the sum of $43,150.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6142. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Pacific Builder & Engineer, Inc.
1945 Yale Place North
Seattle 2, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Daily Journal of Commerce
P. O. Box 932
Portland, Oregon
Attention: News Room

Frank Morgan
L. M. Young
R. G. Savage
I. D. Merchant

NOTED
J. Mc C.

fkn

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
DON HARWELL

June 30, 1962

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon

Marion County Court
Courthouse
Salem, Oregon

Gentlemen:

On June 27, satisfactory bids were received for the two bridge projects on FAS Routes 731 and 812. The low bidder on the Monitor Bridge was Walder & Kenworthy of Portland, and the low bidder on the Ross Bridge was R. H. Willsey Construction Company of Salem.

As per agreement between the Counties and State, the following advance deposit is required of the Counties prior to awarding the contract:

	Monitor Bridge	Ross Bridge	Totals
Bid Items	$45,150.00	$44,246.44	$89,396.44
Flagging	100.00	--	100.00
Contingencies, 12-1/2%	5,656.25	5,530.80	11,187.05
	$50,906.25	$49,777.24	$100,683.49

Counties Advance Deposits:
Clackamas County.. 10% of $100,683.49 = $10,068.32 or say $10,100
Marion County..... 10% of $100,683.49 = $10,068.32 or say $10,100
$20,200

Each County should make this advance deposit by means of a check in the amount of $10,100 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received contracts can be awarded for these projects.

There were seven bidders on the Monitor Bridge ranging from $45,150 to $66,300 and six bids were received on the Ross Bridge ranging from $44,246 to $53,640.

Very truly yours,

E. S. Cox
County and City Relations Engineer

By: V. R. Jones
Planning Engineer

VRJ:mm
cc: Mr. John Anderson, Marion County Engineer
Mr. John Keeley, Clackamas County Engineer

RECEIVED
JUN 20 1962
FOR FILING

5-552(·)

614/6

MISC. CONTRACTS and
AGREEMENTS No. 2517

Salem, Oregon
June 19, 1962

Cooperative Construction Agreement
Ross Bridge Section and
Monitor Bridge Section
FAS 731 and 812
Clackamas & Marion Counties

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. Verne R. Jones
County & City Relations Planning Engineer

Attached is a conformed copy of a cooperative construction agreement with Clackamas and Marion Counties covering the Ross Bridge Section and Monitor Bridge Section of FAS 731 and 812 in Clackamas and Marion Counties.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to Clackamas County Court and to the Marion County Court.

Secretary

rn
Attach: 1

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
V. R. JONES

NOTED
DON HARWELL

June 11, 1962

Marion County Court
Courthouse
Salem, Oregon

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon

Gentlemen:

Enclosed are three copies of an agreement and a set of plans and specifications in connection with the Monitor Bridge and the Ross Bridge on FAS Routes 812 and 731 respectively.

The set of plans and specifications is for your information and records.

The agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of the contracts. The estimated total cost of the projects, including engineering and contingencies, is $95,670; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the counties' advance deposits. Please treat this estimate as confidential.

As the projects are in both Marion and Clackamas Counties, three copies of the agreement are to be signed by both the Marion County Court and the Clackamas County Board of Commissioners, and the advance deposit from each county will be 10% of the estimated total cost.

If satisfactory, please sign, have the county clerk attest with seal, and return the three signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could be returned not later than June 20.

It is presently planned to accept bids for this project on June 27.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By: V. R. Jones
Field Engineer

VRJ:mm
Encl.
cc: Mr. John Anderson
Mr. John Keeley

MEMO TO J. W. NASH

Date: May 21, 1962

FAS 812, Marion and Clackamas ~~COUNTY~~ COUNTIES

TERMINI: Bridge over Butte Creek in Monitor.

NOTED

NOTED
H. S. COX

PROPOSED WORK: Construct a concrete bridge 110' in length.

NOTED
JOHN D. GRAHAM

PROJECT LENGTH: 0.0208 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$50,000	$30,000	$10,000	$10,000	(County)

NOTED
DON HARWELL

EXISTING FACILITIES: Steel "I" beam span with frame trestle approaches and an overall length of 115' with a width of 24'6". This This is an obsolete structure which would require extensive repairs and replacement of materials in deck and superstructure.

NOTED
V. R. JONES

ADJACENT SECTIONS:

~~XXXX~~/EAST END: 20' bituminous surface, 28' roadway

NOTED
R. H. FRANGE

~~XXXX~~/WEST END: 20" bituminous surface, 28' roadway

PROJECT DATA: Construct a reinforced concrete bridge 110' long and 26' in width with ~~x~~ 3'6" sidewalks. Bridge will be build on existing alignment and road connections will be constructed by Marion County.

RIGHT OF WAY: None required
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: None

SYSTEM ACTION: None required
PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: Serves a highly developed general farming area with numerous small farms. It is a mail, school bus and milk truck route.

VRJ:eb

FORM E 30X 50M 6 61----36682

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1962

NOTED
Harold C. Ayers

SUBJECT: Monitor Bridge
Marion County FAS 812

NOTED
DON HARWELL

To:

Mr. F. D. Morgan
Construction Engineer
Department

NOTED
R. H. PRANGE

NOTED
V P

Herewith the following data on the subject section:

1 Vicinity Map
1 Right of Way Map
1 Book Field Notes
2 Rolls Cross Sections and Profiles

The original write-up for this project stated the approaches for both the main bridge and the detour bridge to be included in the contract. In talking over this matter with Assistant County Engineer Ted Kuenzi, it was decided to leave this out of the contract and the County to construct the approaches. Due to the small quantity of material involved, it was thought it would be cheaper for the County to perform this work.

The present proposed project is for the construction of the detour bridge, removal of the existing bridge and construction of the new bridge on the present alignment. If the plans meet with your approval, will you please forward to the Bridge Department for the design of the two structures.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

NOTED
JOHN D. GRAHAM

RDA:AM
cc Mr. Ivan Merchant
Mr. H. S. Cox

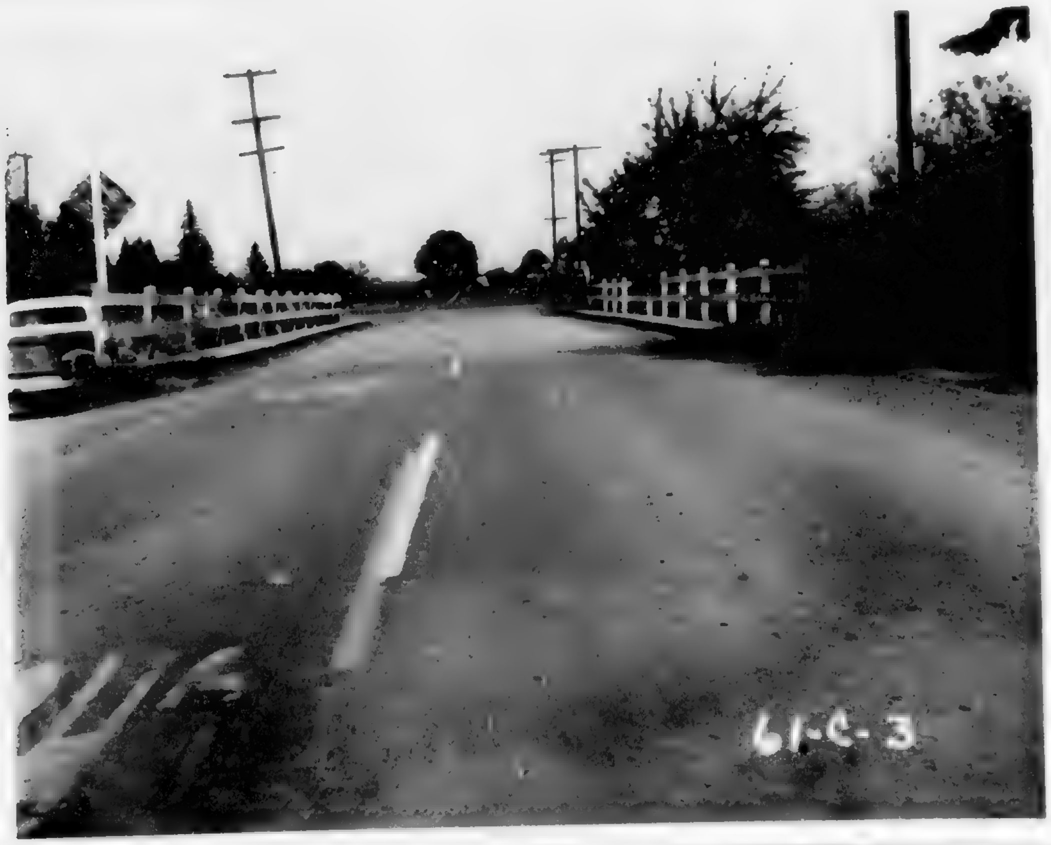
RECEIVED
JAN 22 1962
ENGINEER
COUNTY & CITY RELATIONS

FAS 812 County Marion Contract No. [illegible]

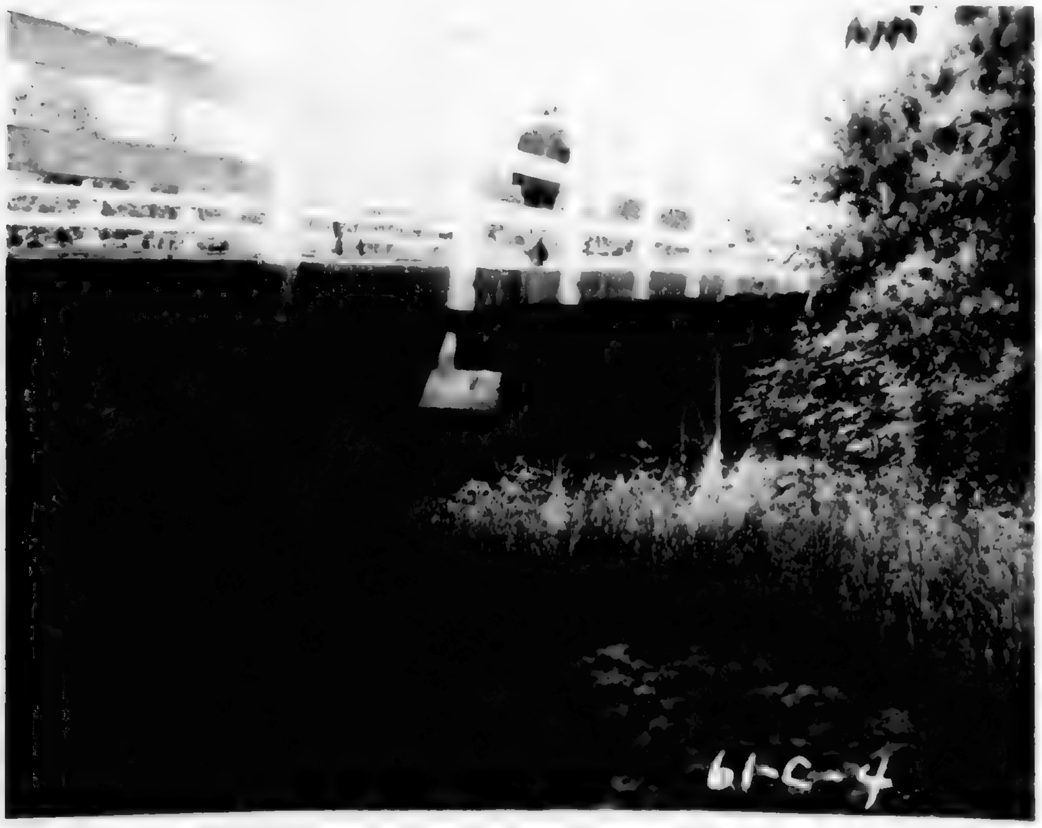
Section Butte Cr. (Monitor) Bridge

Location 61-C-3 and 4 W. to E. [illegible])

1961



61-C-3



61-C-4

(1961)

FAS 812 **County** Marion **Contract No.** 6142

Section Butte Cr. (Monitor) Bridge

Location 61-C-3 and 4 W. to E. (Old Bridge)

1961

Butte Cr. (Monitor) Bridge — 6142
FAS 812
Marion & Clackamas Co.
West end looking east
1961

Butte Cr (Monitor) Bridge — 6142
FAS 812
Marion & Clackamas Co
West end looking east
1961

NOTED
Harold C. Ayers

NOTED
V. R [illegible]

RECEIVED
DEC 8 1961
ENGINEER
COUNTY & CITY RELATIONS

LOCATION PROSPECTUS
MONITOR BRIDGE SECTION
COUNTY MARKET ROAD NO. 15
FAS-812, MARION COUNTY

12-4-61

The following prospectus is submitted concerning the above-mentioned section of FAS-812, which is a county road on the Federal Aid Secondary system. The structure in question crosses Butte Creek (Marion and Clackamas County Lines) and is located on County Market Road No. 15, at the easterly edge of the town of Monitor. The overall length is approximately 0.10 mile.

This will be a location survey to prepare plans, specifications, and estimates for replacement of an existing 126-foot I beam bridge on existing alignment. Bridge approaches will be constructed by County forces.

Reconnaissance is not necessary. Routine soils investigations will be conducted. Special drainage studies will be made to provide sufficient waterway.

The existing 1960 ADT is 900 and the projected 1980 ADT is 1,450. The typical section will consist of two 11-foot travel lanes with 4-foot shoulders. The new bridge will have a horizontal clearance of 26 feet with two 4-foot sidewalks.

This is a county road with no control of access.

The present bridge is to be removed under this project and the construction of a one-way detour, northerly of the existing bridge, will be required.

The suggested tentative base design for approaches is:

Surfacing	1¼"	0-11
Top Course, Base	2 "	Level
Bottom Course, Base	12 "	Crushed Base
Total Depth	15¼"	

(Base design subject to change upon completion of soils investigation.)

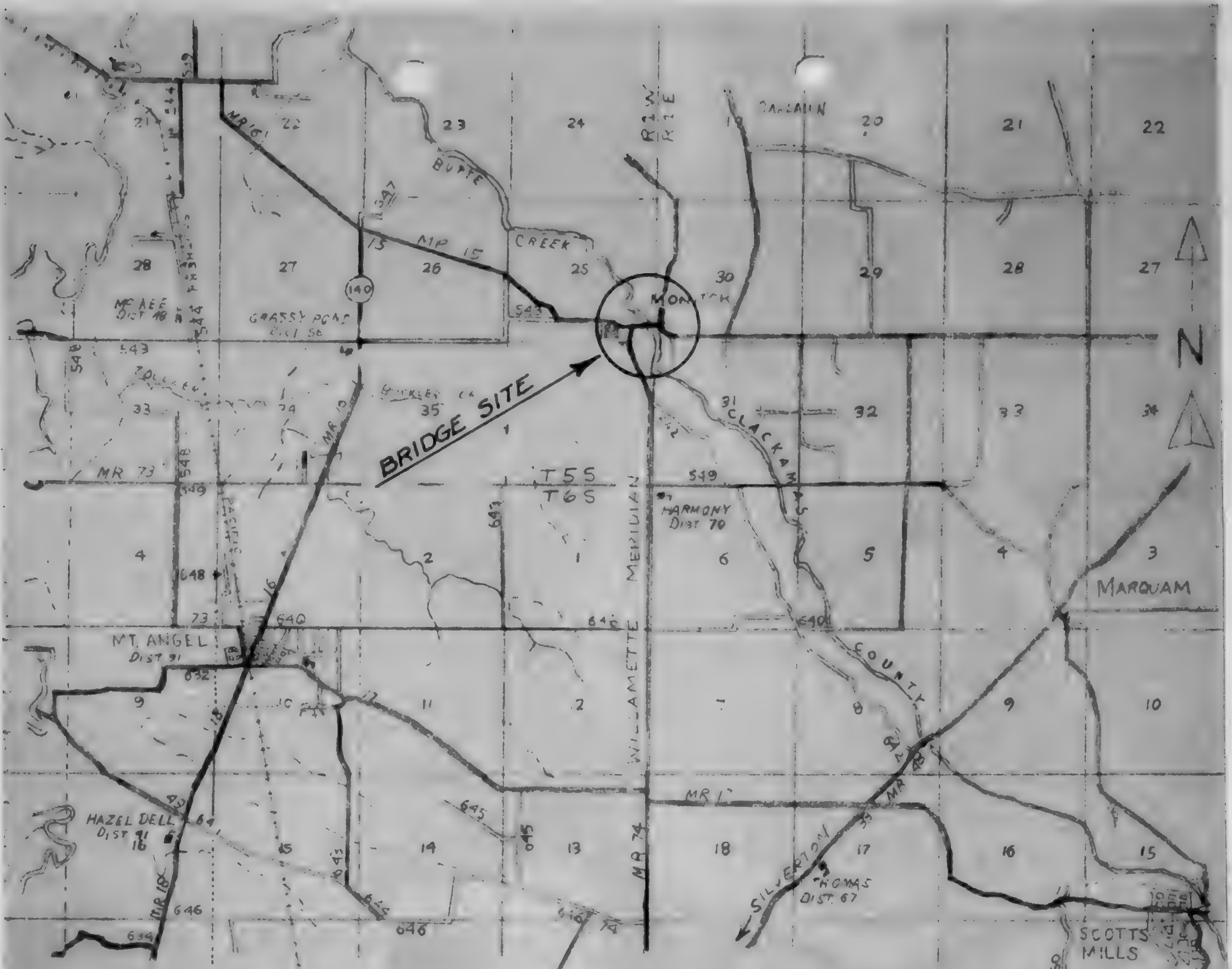
Final agreements will be necessary with the county.

December 4, 1961

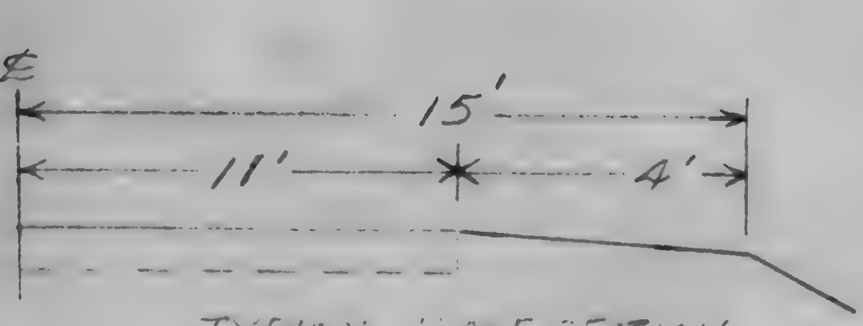
NOTED
DON HARWELL

Attach.

cc Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
H. S. Cox ✓
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
Fred Sugnet
Walter T. Wright (3)
L. H. Young



Scale:
1 inch = 1 mile



TYPICAL HALF-SECTION

Prospectus Sketch Map
Monitor Bridge Replacement
Market Road No. 15
FAS 812
Marion County
Arthur Duffy Sn. Res. Eng'r.
November, 1961

11-30-61

MARION & CLACKAMAS COUNTIES
PROPOSED FAS PROJECTS, Fiscal Year 1963 Funds

FAS 731: Mt. Angel-Marquam Road, Ross Bridge, $65,000.

The proposed project is to replace the existing 166' timber truss bridge over Butte Creek on the present alignment. The requested width is 26' and connections and approaches are to be included in the contract and also the removal of the existing bridge. The road may be closed during construction. The proposed structure will be 26' wide.

FAS 812: Market Road No. 15, Monitor Bridge, Butte Creek, $55,000.

The proposed project is to replace the existing 126' I-beam bridge on the same alignment. Removal of the existing bridge and construction of a detour will be included in the contract. The new structure will be 26' wide with two 4' sidewalks.

- - - - - -

FAS funds from Marion and Clackamas Counties will be used equally on these projects.

61-g
11/30/61
(Supersedes 61-g, 10/27/61)

Hwy. Comm. approved 12/8/61

JOHN A. ANDERSON, P. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE EM 4-4401, EXTENSION 53
SALEM, OREGON

June 12
1961

NOTED
R. H. PRANGE

County-City Relations Division
Oregon State Highway Department
Salem, Oregon

FAS 812

Attention: Mr. C. G. Swenson

Dear Mr. Swenson:

The County Court has authorized me to write and request that the inter-county road, Marion County Road #552, which lies in Sections 15, 21 and 22, Township 5 South, Range 1 West of the Willamette Meridian, be placed on the Federal Aid Secondary System.

This request is made in conjunction with a similar request to be made by Clackamas County for their road which connects with our inter-county bridge over Butte Creek.

Marion and Clackamas Counties are interested in replacing said bridge under the FAS program. Any assistance you can give us in expediting the above matter will be greatly appreciated.

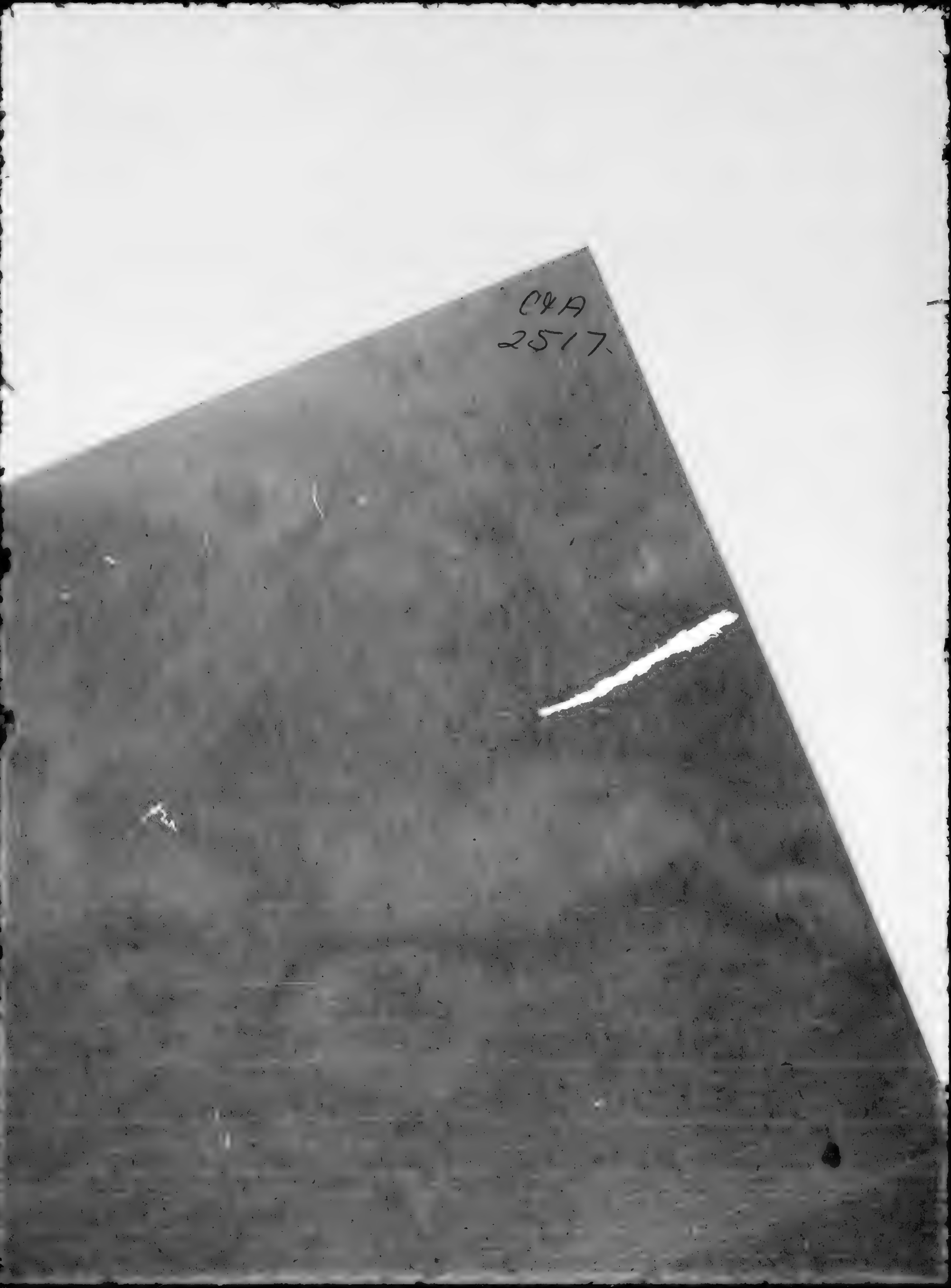
Very truly yours,

John A. Anderson
County Engineer

JAA:s

RECEIVED
JUN [illegible] 1961
ENGINEER
COUNTY & CITY RELATIONS

S-4[illegible](1) Ross Br. over Butte Cr., Mt. 1962
Angel-Marquam Co. Rd., FAS 731
#113



C&A
2517

FAS 731

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-3-64	CC 843		503-1086-097

P. B. Arensmeier

INVOICE NUMBER 80843

NOTED
R. M. ALLISON

Marion County
Courthouse
Salem, Oregon
Att: Board of County Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Rose Bridge, FAS 732 covered by agreement dated December 8, 1961.			
Original advance deposit		5,000.00	
less amount previously transferred		3,500.00	
			1,500.00
County's share as per attached statement		4,328.52	
less amount previously transferred		3,500.00	
			828.52
Refund Due County			671.48

NOTED
R. H. PRANGE

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

RECEIVED
FEB 5 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. JONES

A 150 (REVISED 7-60)

OREGON STATE HIGHWAY DEPARTMEI

INVOICE

NOTED

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-3-64	CC 842		503-1086-097

Contract [illegible]

Clackamas County
Courthouse
Oregon City, Oregon

~~Att: Board of County Commissioners~~

INVOICE NUMBER
80844

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Ross Bridge, FAS 131 covered by agreement dated December 8, 1961.	NOTED		
Original advance deposit		5,000.00	
Less amount previously transferred		3,500.00	
			1,500.00
County's share as per attached statement		4,328.52	
Less amount previously transferred		3,500.00	
			828.52
Refund Due County			671.48

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

RECEIVED
FEB 5 1964
ENGINEER
COUNTY & CITY DIVISION

A 150 (REVISED 7-60)

RECEIVED
JAN 29 1963

FOR FILING

[illegible] (1)

6143

January 29, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On December 27, 1962, you were notified of the release of final payment on contract #6143, awarded to R. H. Willsey Const. Co., for construction of the Ross Bridge over Butte Creek on the Mt. Angel-Marquam County Road (FAS 731) in Clackamas-Marion Counties.

Final payment on this contract is $4,234.35 and the total contract amount is $44,299.40. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Bourland Ins. Agency
1980 Fairgrounds Road
Salem, Oregon

cc: R. H. Willsey Const. Co.,
2897 Chemawa Road NE
Salem, Oregon

cc: C. H. Maisen

RECEIVED
JAN 18 1963
FOR FILING

6143

January 17, 1963

Glens Falls Insurance Company
6th Floor Mills Tower
San Francisco 4, California

Attention: Mr. L. Perotti

Gentlemen:

In your letter of January 15, you inquire as to the final contract price on Contract No. 6143 awarded to R. H. Willsey Construction Company for construction of the Ross Bridge.

Several months ago our procedure was changed to expedite final payment in that contracts are now accepted by the Commission between meetings. So that the surety can be advised of the acceptance date, we write a letter on each contract following acceptance, even though at that time the amount of final payment may not be known. Later when the amount of the final payment is determined, we advise the surety. On small simple contracts, the amount of final payment may be known when the contract is accepted. On more larger and complex jobs, it may take two or three months before all of the computations have been checked and the final amount determined.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

[illegible]

FOR FILE

6143

December 26, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed December 17 on Contract 6143. The contract was with the R. H. Willsey Construction Company and was for work on the Ross Bridge, over Butte Creek, on the Mount Angel-Marquam County Road, FAS 731, in Clackamas and Marion Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 26, 1962, and that you concur in this procedure at the Commission meeting on January 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

er

Surety letter written 12/27/62

RECEIVED
FOR FILING
6143

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE **Oregon**
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY **Marion & Clackamas**
PROJECT REPORT NO. 4		PROJECT NO. **S-493(1)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Butte Creek, 1.8 Mi. W. of Marquam

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-5-62	0.028
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 48,671.00	$ 30,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX **A. M. Parsons**
(Division Engineer)
By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer **July 27, 1962**

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-493(1)

ROSS BRIDGE SECTION (BUTTE CREEK) OF THE MT. ANGEL-MARQUAM ROAD IN CLACKAMAS AND MARION COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 16, 1962

Type Code X021
Ross Bridge (Sta. 201+48 to Sta. 202+96)(Contract 6143)

Remove Old Bridge	All Required		$ 5,665.00
Shoring, Cribbing, etc.	All Required		2,000.00
Structural Excavation	300 cu.yd.	$12.00	3,600.00
Structural Excavation Below Elevation Shown	30 cu.yd.	20.00	600.00
Class "A" Concrete (282 cu.yd.)	All Required		18,981.44
Metal Reinforcement (93,000 lb.)	All Required		13,160.00
8-inch Metal Drain Pipe	60 lin.ft.	4.00	240.00
	Subtotal		$44,246.44
	10% Engr. & Cont.		4,424.56
	Total		$48,671.00

Length of Structure - - - - - 0.028 Mile

Federal Funds -	$30,600.00
State Funds -	9,035.50
County Funds- -	9,035.50
	$48,671.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

D Cook

RECEIVED
1962
FOR FILING
6143

FORM
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH [illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 17, 1962

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage Street
Salem, Oregon

Re: Ross Bridge over Butte Creek
Contract No. 6143
FAP No. S-493(1)

Dear Mr. Parsons:

R. H. Hillsey Construction Company began work on the Ross Bridge over Butte Creek on the Mt. Angel-Marquam County Road FAS 731 in Clackamas and Marion Counties, Contract No. 6143, FAP No. S-493(1), on July 16, 1962.

Very truly yours,

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

dl

cc: J. W. Nash
Floyd Query
D. B. Parkes

NOTED
FLOYD QUERY

NOTED
[illegible]

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Aver

NOTED
R. H. PRANGE

July 16, 1962

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon

Gentlemen:

This is to acknowledge receipt of your advance deposit of $10,100 on the Monitor Bridge, FAS 812, and the Ross Bridge, FAS 731. Contract No. 6142 covering the Monitor Bridge has been awarded to Walder and Kenworthy and Contract No. 6143 covering the Ross Bridge has been awarded to R. H. Willsey.

Copies of the contracts and sets of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Relations Engineer

by

Verne R. Jones
Planning Engineer

VRJ:cb
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-9-62	CC 764		503-1036-297

NOTED
H. S. COX

NOTED
DON HARWELL

INVOICE NUMBER **75125**

NOTED
R. H. PRANGE

Clackamas County
Oregon City
Oregon
Attn: County Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$5,000.00
Partial transfer of county advance deposit for the Ross Bridge, FAS 731. Covered by agreement dated December 8, 1961.			3,500.00
To be retained			$1,500.00

ACKNOWLEDGMENT OF BILLING REQUEST
[illegible]
By

A 150 (REVISED 7-60)

(2)

[illegible]

NOTED
H. S. COX

NOTE
DON HARWE

N D. GRAHAM

July 16, 1962

Marion County Court
Courthouse
Salem, Oregon

NOTED
R. H. PRANGE

NOTED
Harold C. Ayers

Gentlemen:

This is to acknowledge receipt of your advance deposit of $20,400 on the Monitor Bridge, FAS 812, the Ross Bridge, FAS 731 and the Abiqua Bridge, FAS 733. Contract No. 6142 covering the Monitor Bridge has been awarded to Walder and Kenworthy, Contract No. 6143 covering the Ross Bridge has been awarded to R. H. Willsey and Contract No. 6139 covering the Abiqua Bridge has also been awarded to R. H. Willsey.

Copies of the contracts and sets of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

cc: John Anderson

OREGON STATE HIGHWAY DEPARTM

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-5-62	CC 76[illegible]		503-1086-297

NOTED
H. S. COX

NOTED
DON HARWELL

INVOICE NUMBER
75107

- Marion County
- Salem, Oregon
- Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$5,000.00
Partial transfer of county advance deposit for the Ross Bridge, FAS 731. Covered by agreement dated December 8, 1961.			3 2,500.00
To be retained			$1,500.00

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received and F[illegible]
By ____________________

A 150 (REVISED 7-60)

RECEIVED
JUL 12 1962

~~FOR FILING~~

6143

July 5, 1962

R. M. Hillsey Construction Company
2897 Chemawa Road, N. E.
Salem, Oregon

Gentlemen:

The State Highway Commission on June 29, 1962, accepted your proposal which was received on June 27, 1962, for construction on Ross Bridge over Butte Creek, Mt. Angel-Marquam County Road in Clackamas and Marion Counties for the sum of $44,246.44 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6143. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms our telephone call to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Pacific Builder & Engineer, Inc.
1945 Yale Place North
Seattle 2, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Daily Journal of Commerce
P. O. Box 922
Portland, Oregon
Attention: News Room

Frank Morgan
L. H. Young
R. G. Savage
I. D. Merchant

NOTED
J. Mc C.

fkn

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED

NOTED
DON HARWELL

NOTED
R. H. PRANGE

June 30, 1962

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon

Marion County Court
Courthouse
Salem, Oregon

Gentlemen:

On June 27, satisfactory bids were received for the two bridge projects on FAS Routes 731 and 812. The low bidder on the Monitor Bridge was Walder & Kenworthy of Portland, and the low bidder on the Ross Bridge was R. H. Willsey Construction Company of Salem.

As per agreement between the Counties and State, the following advance deposit is required of the Counties prior to awarding the contract:

	Monitor Bridge	Ross Bridge	Totals
Bid Items	$45,150.00	$44,246.44	$ 89,396.44
Flagging	100.00	--	100.00
Contingencies, 12-1/2%	5,656.25	5,530.80	11,187.05
	$50,906.25	$49,777.24	$100,683.49

Counties Advance Deposits:
Clackamas County.. 10% of $100,683.49 = $10,068.32 or say $10,100
Marion County..... 10% of $100,683.49 = $10,068.32 or say $10,100
$20,200

Each County should make this advance deposit by means of a check in the amount of $10,100 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received contracts can be awarded for these projects.

There were seven bidders on the Monitor Bridge ranging from $45,150 to $66,300 and six bids were received on the Ross Bridge ranging from $44,246 to $53,640.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By: V. R. Jones
Planning Engineer

VRJ:mm
cc: Mr. John Anderson, Marion County Engineer
Mr. John Kesley, Clackamas County Engineer

RECEIVED
JUL 2 1962
FOR FILING

[illegible]

6143

June 29, 1962

R. M. Killsey Construction Company
2097 Chemawa Road, N. E.
Salem, Oregon

Gentlemen:

The State Highway Commission on June 29, 1962, accepted your bid in the amount of $44,246.44 for construction on Ross Bridge over Butte Creek, Mt. Angel-Marquam County Road, FAS 731 in Clackamas and Marion Counties, which was the low bid received for that job on June 27, 1962.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. M. Young
R. G. Savage (SIAC)
J. D. Merchant

RECEIVED
JUN 20 1962
FOR FILING

S-493(1)

6143

MISC. CONTRACTS and
AGREEMENTS No. 2517

Salem, Oregon
June 19, 1962

Cooperative Construction Agreement
Ross Bridge Section and
Monitor Bridge Section
FAS 731 and 812
Clackamas & Marion Counties

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. Verne R. Jones
County & City Relations Planning Engineer

Attached is a conformed copy of a cooperative construction agreement with Clackamas and Marion Counties covering the Ross Bridge Section and Monitor Bridge Section of FAS 731 and 812 in Clackamas and Marion Counties.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to Clackamas County Court and to the Marion County Court.

Secretary

FH
Attach: 1

NOTED
JOHN D. GRAHAM

June 11, 1962

NOTED
DON HARWELL

Marion County Court
Courthouse
Salem, Oregon

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon

Gentlemen:

Enclosed are three copies of an agreement and a set of plans and specifications in connection with the Monitor Bridge and the Ross Bridge on FAS Routes 812 and 731 respectively.

The set of plans and specifications is for your information and records.

The agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of the contracts. The estimated total cost of the projects, including engineering and contingencies, is $95,670; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the counties' advance deposits. Please treat this estimate as confidential.

As the projects are in both Marion and Clackamas Counties, three copies of the agreement are to be signed by both the Marion County Court and the Clackamas County Board of Commissioners, and the advance deposit from each county will be 10% of the estimated total cost.

If satisfactory, please sign, have the county clerk attest with seal, and return the three signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could be returned not later than June 20.

It is presently planned to accept bids for this project on June 27.

Very truly yours,

E. S. Cox
County and City Relations Engineer

By: V. R. Jones
Field Engineer

VRJ:mm
Encl.
cc: Mr. John Anderson
Mr. John Keeley

MEMO TO J. W. NASH   Date: May 21, 1962

FAS 731, Marion and Clackamas COUNTY

TERMINI: Bridge over Butte Creek 1.8 miles west of Marquam.

PROPOSED WORK: Construct one 150' concrete bridge.

PROJECT LENGTH: 0.0284 miles

COSTS:

	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$55,000	$33,000	$11,000	$11,000	(County)

EXISTING FACILITIES: Timber pony truss with frame trestle approach spans with an overall length of 166' and a width of 23'4". Truss members and stringers show decay and need replacement.

ADJACENT SECTIONS:
~~NORTH~~/EAST END: 20' bituminous surface, 26' roadway

~~SOUTH~~/WEST END: 20' bituminous surface, 26' roadway

PROJECT DATA: Construct a reinforced concrete bridge 150' in length having a horizontal width of 26' to be constructed on the same alignment as the existing bridge. Marion County will construct approaches and connections with a 20' bituminous surface and 28' roadway.

RIGHT OF WAY: 60' minimum
ACCESS CONTROL: None required

RR XING: None
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: None required
PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATIONS: Cost of bridge will be shared equally by Clackamas and Marion Counties.
ROUTE DATA: Serves a rich general farming area with heavy volume of produce hauling. School bus, milk trucks and mail route.

VRJ:eb

NOTED
DON HARWELL

NOTED
[illegible]

NOTED
H. S. COX

NOTED
JOHN D. GRAHAM

NOTED
R JONES

NOTED
R. H. PRANGE

NOTED
V. R. JONES

file

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
Harold C. Ayers

Salem, Oregon
January 16, 1962

Ross Bridge Section
FAS 731, Marion and
Clackamas Counties

Mr. J. E. Morelock
OFFICE

NOTED
R. H. PRANGE

The survey data on the above project has been examined and found to be consistent with the project as requested by the counties and approved by the Highway Commission.

V R Jones
V. R. Jones
County & City Relations Field Engineer

VRJ:ml

NOTED
JOHN D. GRAHAM

[illegible]

FAS 731 County Marion Contract No. [illegible]

Section [illegible] Bridge

Location [illegible]

[illegible]

(1961)

FAS 731 County Marion Contract No. 6142

Section Butte Cr. (Marquam) Bridge

Location 61-C-1 + 2 W. to E. (Old Bridge)

1961

[illegible] Bridge - [illegible]

FAS 731

[illegible]

[illegible]

[illegible]

NOTED
V. R. JONES

NOTED
Harold C. Ayres

RECEIVED
DEC 8 1961
ENGINEER
COUNTY & CITY RELATIONS

LOCATION PROSPECTUS
ROSS BRIDGE SECTION
MT. ANGEL-MARQUAM ROAD
FAS 731, MARION COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Mt. Angel-Marquam County Road (FAS 731), which is on the Federal Aid Secondary System. The structure which crosses Butte Creek and the Marion and Clackamas County Lines, is located approximately 4 miles east of Mt. Angel on the Mt. Angel-Marquam County Road. The overall length is approximately 0.10 mile.

This will be a location survey to prepare plans, specifications, and estimates for the replacement of an existing 166-foot timber bridge on existing alignment. Bridge approaches will be constructed by County forces.

Reconnaissance is not needed. Routine soils investigations will be conducted. Special drainage studies will be made to provide sufficient waterway.

The existing 1960 ADT is 190 and the projected 1980 ADT is 290. The typical section will consist of two 10-foot travel lanes with 4-foot shoulders. The new bridge will have a horizontal clearance of 26 feet with no provision for sidewalks.

This is a county road with no control of access.

The present bridge is to be removed under this project. The road may be closed during construction; therefore, there is no need for a detour.

The suggested tentative base design for approaches is:

Surfacing	1¼" 0-11
Top Course, Base	2 " Level
Bottom Course, Base	8½" Crushed Base
Total Depth	11 3/4"

(Base design is subject to change upon completion of soils investigation.)

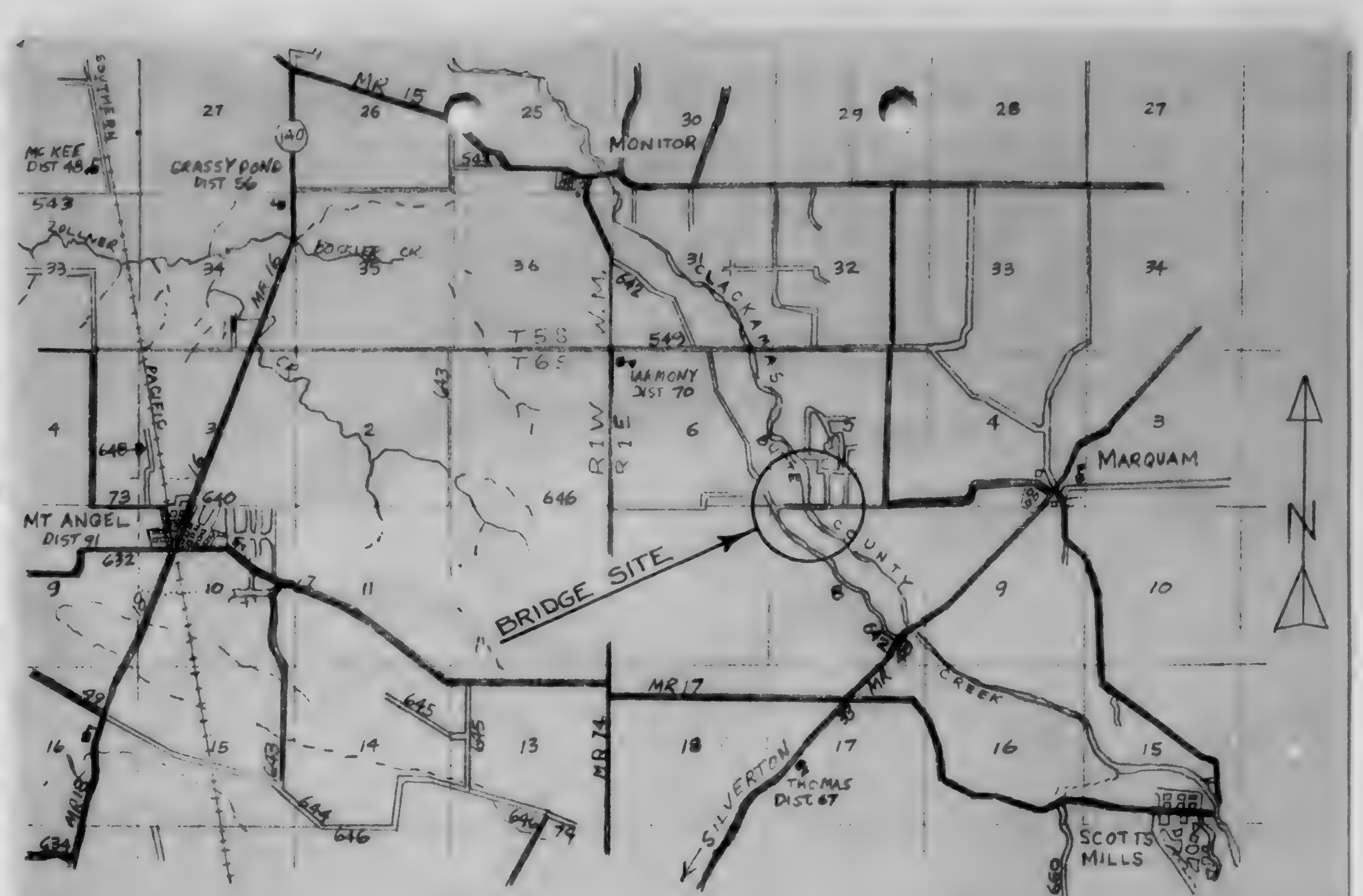
NOTED
DON HARWELL

Final agreements will be necessary with Marion County.

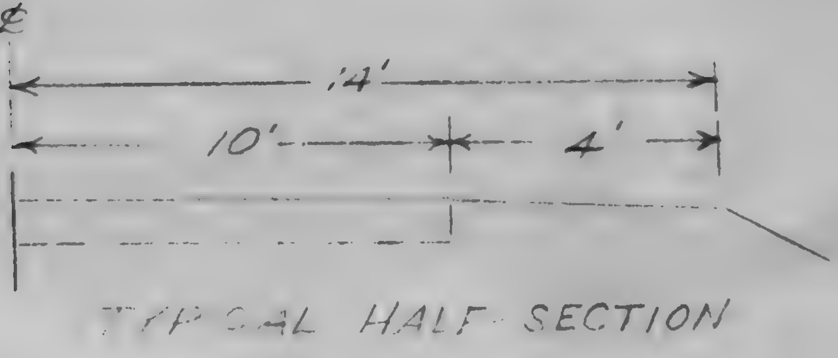
December 5, 1961

Attach.

cc Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
J. W. Nash
C. G. Polk
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
H. S. Cox ✓
F. B. Crandall
Fred Sugnet
Walter T. Wright (3)
L. H. Young
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)



Scale:
1 inch = 1 mile



TYPICAL HALF SECTION

Prospectus Sketch Map
Ross Bridge Replacement
Mt. Angel - Marquam Road
FAS 731
Marion County
Arthur Duffy Sr. Res. Eng'r.
November, 1961

11-30-61

MARION & CLACKAMAS COUNTIES
PROPOSED FAS PROJECTS, Fiscal Year 1963 Funds

FAS 731: Mt. Angel-Marquam Road, Ross Bridge, $65,000.

The proposed project is to replace the existing 166' timber truss bridge over Butte Creek on the present alignment. The requested width is 26' and connections and approaches are to be included in the contract and also the removal of the existing bridge. The road may be closed during construction. The proposed structure will be 26' wide.

FAS 812: Market Road No. 15, Monitor Bridge, Butte Creek, $55,000.

The proposed project is to replace the existing 126' I-beam bridge on the same alignment. Removal of the existing bridge and construction of a detour will be included in the contract. The new structure will be 26' wide with two 4' sidewalks.

- - - - - -

FAS funds from Marion and Clackamas Counties will be used equally on these projects.

61-g
11/30/61
(Supersedes 61-g, 10/27/61)

Hwy. Comm. approved 12/8/61

S-359(2) Depot Slough Br. Sec., Yaquina- 1962
Toledo Co. Rd., FAS 735 in
#6144 Toledo

C&H
2518

NOTED
P. [illegible]rensmeier

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-25-64	CC 847		571-1066-097

NOTED
R. M. ALLISON

Contract 6144
S. 357 (2)

Lincoln County
Courthouse
Newport, Oregon
Attn County Court

INVOICE NUMBER
81034

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Depot Slough Bridge, FAS 595. Covered by agreement dated September 16, 1961.			
Original advance deposit		18,500.00	
Less Amount previously transferred		14,000.00	
			4,500.00
County's share as per attached statement		16,630.06	
Less amount previously transferred		14,000.00	
			2,630.06
REFUND FOR COUNTY			1,869.94

RECEIVED
FEB 25 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

A 150 (REVISED 7-60)

NOTED
H. S. COX

NOTED
R. M. ALLISON

February 24, 1964

NOTED
DON HARWELL

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Gentlemen:

Final costs are now available on the Depot Slough Bridge Section of FAS 585, Contract No. 6144, as shown in the attached cost statement.

In accordance with an agreement dated September 15, 1961, a refund of $1,869.94 is due the county. You will receive a refund in this amount from our accounting division within the next few days.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:[illegible]
Att.

cc: I. M. Huddleston, County Engineer

NOT
V. R. J

NOTED
Harold C. Ayers

Office of the County Engineer
I. M. Huddleston

COUNTY OF LINCOLN
Newport, Oregon

NOTED
H. S. COX

January 10, 1963

NOTED
DON HARWELL

Mr. Si Cox,
City-County Relations Dept.,
Oregon State Highway Dept.,
Salem, Oregon.

Dear Si:

On this date the Lincoln County Court and our County Engineer inspected the De Pot Slough Bridge. This bridge is on the Yaquina-Toledo County Road # 515 (FAS 585). Your bridge number is 12131A.

We are pleased with the design, the construction and the cooperation of the Contractor.

We hereby accept this bridge as fully completed. We offer no objection to final payment to the Contractor.

Sincerely yours,

LINCOLN COUNTY COURT

By I. M. Huddleston
I. M. Huddleston
County Engineer

Copy to Merchant,
Young
✓

RECEIVED
JAN 11 1963
ENGINEER
COUNTY & CITY RELATIONS

IMH:mhr

Office of the County Court

Judge Mike Miller Commissioners David S. Moffit - Oscar S. Knox

COUNTY OF LINCOLN

Newport, Oregon

January 10th, 1963

NOTED
H. S. COX

NOTED
DON HARWELL

Mr. H. Si Cox
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cox:

The Lincoln County Court plans on officially opening the new Depoe Slough Bridge to traffic on Tuesday, the 15th day of January at twelve o'clock noon.

We would be pleased to have you meet with us at this time at the site of the bridge and join in our dedication on the completion of another milestone in the improvement of our roads and bridges of the County.

Very truly yours,

LINCOLN COUNTY COURT

By Mike Miller
Judge

David S. Moffit
Commissioner

Oscar S. Knox
Commissioner

RECEIVED
JAN 11 1963
ENGINEER
COUNTY & CITY RELATIONS

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 9, 1964

Morse Brothers
P. O. Box 205
Harrisburg, Oregon

Gentlemen:

In connection with your phone call this morning, I find that final payment on contract No. 6144 was made to the Willsey Construction Company on April 25, 1963. As I told you by phone, claims against a contractor doing work for the Highway Department should be filed with the Oregon State Highway Commission within six months of the completion and acceptance of the job.

This particular job was accepted by the Commission on April 25, 1963, the same day the contractor picked up his final payment. Since it is now more than six months, I can not say what consideration would be given by the surety for delinquent claims. The surety on this job was the Glens Falls Insurance Company, whose agent was the Bourland Insurance Agency, 1980 Fairgrounds Road, N.E., Salem.

Very truly yours,

C. H. Maison
Controller

By:
D. B. Taylor
Assistant Controller

DBT:jc

cc: Floyd Query ✓

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

RECEIVED
OCT 29 1963

FOR FILING

October 29, 1963

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Attached is a copy of a claim in the amount of $596.05 plus interest for bridge removal, crane and piling work, which has been filed with the Secretary of State by Willamette Tug & Barge Co., Portland.

This appears to be in connection with State Highway Contract No. 6144 with R. H. Willsey Construction Co. for bridge construction on the Depot Slough Bridge Section of the Yaquina-Toledo County Road, FAS 385, in Lincoln County.

We provide this information as your company appears as surety on the performance bond furnished with the contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CC:
Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

R. H. Willsey Construction Co.
2897 Chemawa Road N. E.
Salem, Oregon

NOTED ON CARD

Commissioners

CWH:fp

1859

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

October 25, 1963

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Sir:

We have received from Willamette Tug & Barge Co., Foot of N. Portsmouth Avenue, Portland 3, Oregon and filed as of this date, a notice of claim by same for bridge remocal, crane and piling work performed by same in the sum of $596.05 together with interest thereon at the rate of six per cent per annum from October 24, 1963 until paid against the bond taken from R. H. Willsey Construction Co., principal, and Glenn Falls Insurance Co., surety for the work of constructing the Depot Slough Bridge on the Yaquina-Toledo County Road, FAS 585, Bridge No. 12131A for the State Highway Commission of the State of Oregon.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By
Public Records Section

GS:FK
Enc.

RECEIVED
OCT 28 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTICE OF CLAIM

TO: HOWELL APPLING, JR.
Secretary of State
Salem, Oregon

NOTICE is hereby given that the undersigned, Willamette Tug and Barge Company, has a claim for bridge removal, crane and piling work performed by the undersigned in the sum of $596.05, together with interest thereon at the rate of six per cent per annum from October 24, 1963, until paid, against the bond taken from R. H. Willsey Construction Co., as principal, and Glenns Falls Insurance Co., as surety, for the work of constructing the Depot Slough Bridge on the Yaquina-Toledo County Road, FAS 585, Bridge No. 12131A, for the State Highway Commission of the State of Oregon.

DATED: This 24th day of October, 1963.

WILLAMETTE TUG AND BARGE COMPANY

By: Asst Secretary
Foot of North Portsmouth Avenue
Portland, Oregon

SUBSCRIBED AND SWORN to before me this 24th day of Oct. 1963

Donald L. Campbell
Notary Public for Oregon

My commission expires August 27, 1965

Donald L. Campbell
NOTARY PUBLIC
STATE OF OREGON

File # 4037

FILED
OCT 25 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
SEP 9 1963
9-25
FOR FILING

Monthly transaction number	For -2A (5-31-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lincoln Project number S-359(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 7, 1962, is hereby modified as follows:

Revised estimated total cost of project $ 91,323.00

Revised Federal funds $ 57,898.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 5th day of September, 1963.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
Division Engineer

By: L. R. Backlund
L. R. Backlund, Admin. Mgr.

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSMISSION NO.

RECEIVED
AUG 8 1962

PROJECT REPORT NO.

FOR FILING

FORM PR-2
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE	Oregon
COUNTY	Lincoln
PROJECT NO.	S-359(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Depot Slough-Toledo

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-5-62	0.062
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 90,391.00	$ 56,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. M. Parsons
(Division Engineer)

L R Backlund

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer August 7, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Federal-Aid Secondary
Project No. S-359(2)

Oregon State Highway Department

DEPOT SLOUGH BRIDGE SECTION

OF THE YAQUINA-TOLEDO ROAD IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 20, 1962

Type Code 1020
Depot Slough Bridge (Br. #12131-A)(Sta. 51+65 to Sta. 54+95)(Contract 6144)

Remove Old Bridge	All Required		$ 5,840.00
Furnish Treated Timber Piling	5,720 lin.ft.	$ 1.65	9,438.00
Drive Timber Piles	95 only	64.00	6,080.00
Class "A" Concrete (170 cu.yd.)	All Required		11,814.61
3'x25'-30' Prestressed Slabs	20 only	323.45	6,469.00
3'x30'-35' Prestressed Slabs	80 only	415.45	33,236.00
Metal Reinforcement	All Required		3,144.80
Metal Parapet Railing	660 lin.ft.	7.50	4,950.00
Class "B" Asphaltic Concrete	All Required		1,201.75
	Subtotal		$82,174.16
	10% Engr. & Cont.		8,216.84
	Total		$90,391.00

Length of Structure - - - - 0.062 Mile

Federal Funds -	$56,900.00
State Funds -	16,745.50
County Funds- -	16,745.50
	$90,391.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
SEP 3 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 28, 1963

Original signed by
T. Dec

T. Dec, Assistant Division Engi~~neer~~ Coordinator
Salem, Oregon

08-35.5

Proposed Modification of F.A. Project Agreements

Attached are two copies of proposed modification of Federal-aid project agreements for the following projects:

S-359(2)	Depot Slough Bridge Section - Yaquina-Toledo Road
I-5-6(21)295	19th Avenue-Tigard Interchange Section

If the project agreements are satisfactory, they should be signed and returned to this office.

Attachments

RECEIVED
AUG 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original to Young
with attach.
8-30-63

RECEIVED
APR 26 1963

FOR FILING

[illegible]

[illegible]

April 25, 1963

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Contract No. 6144, awarded to R. H. Willsey Construction Company, for construction of the Depot Slough Bridge on the Yaquina-Toledo County Road in Lincoln County, was accepted by the Highway Commission today.

Mr. Willsey talked to members of the Bridge Division in this office yesterday as to the possibility of securing final payment on this contract without waiting for the customary week's time which we usually require in order to advise the surety.

I called Bourland Insurance Agency in Salem, who wrote the bond for this contract, and they suggested that I call your division office in Portland. I talked to Mr. Ashton, advised him of the circumstances and told him that we had no record of any claims against the contract or any other difficulties. He said that under those conditions the check could be released to Mr. Willsey immediately. We expect Mr. Willsey to call for his check this afternoon.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: Glens Falls Insurance Co.
Bourland Insurance Agency
Salem, Oregon

Glens Falls Insurance Co.
Portland Office (901 S E Oak, Portland, Oregon
Attention: Mr. Ashton

R. H. Willsey Construction Co. 28[illegible] Chemawa Rd NE, Salem, Ore

L. H. Young
C. H. Maison -- Attn. John Herr

P. S. The final payment is $9,447.92 and the total contract price is $85,948.44. No work was performed under force account.

FQ

RECEIVED
APR 24 1963

FOR FILING

1121

6144

April 23, 1963

R. H. Willsey Construction Company
2897 Chemawa Road
Salem, Oregon

Attention: Mr. R. H. Willsey

Gentlemen:

In checking up on final payment on the Depot Slough Bridge Contract No. 6144, I find that acceptance of this contract is to be placed before the Commission at its meeting on April 25.

A check for final payment should be in your hands on or about May 2, 1963.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

RECEIVED
MAR 1 1963

FOR FILING

359(2)

[illegible]

January 15, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 N. E. Cottage St.
Salem, Oregon

Re: Depot Slough Bridge
Contract No. 6144
FAP No. S-359(2)

Dear Mr. Parsons:

Work was completed on this contract on January 8, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:dl

NOTED
FLOYD QUERY

RECEIVED
AUG 13 1962
FOR FILING

6144 —

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 10, 1962

Mr. [illegible] W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage St.
Salem, Oregon

Re: Depot Slough Bridge
Contract No. 6144
FAP No. S-359(2)

Gentlemen:

R. H. Willsey Construction Company began work on the Depot Slough Bridge construction project on the Yaquina-Toledo County Road in Lincoln County, Contract No. 6144, FAP No. S-359(2) on August 1, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: Floyd Query
D. B. Parkes
J. W. Nash

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON [illegible]

NOTED
JOHN D. GRAHAM

NOTED
[illegible]

NOTED
R. H. PRANGE

July 16, 1962

Lincoln County Court
Courthouse
Newport, Oregon

Gentlemen:

This is to acknowledge receipt of your advance deposit of $18,500 on the Depot Slough Bridge, FAS 585. Contract No. 6144 covering this project has been awarded to R. H. Willsey Construction Company.

A copy of the contract and a set of plans are enclosed. If additional copies of either are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

cc: Mike Huddleston

OREGON STATE HIGHWAY DEPARTM

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-12-62	CC 769		521-1066-297

NOTED
H. S. COX

INVOICE NUMBER
75182

NOTED
DON HARWELL

Lincoln County
Attn: CountyCourt

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$18,500.00
Partial transfer of county advance dpposit for the Depot Slough Bridge, FAS 585. Covered by agreement dated Sept 15, 1961.			14,000.00
To be retained			$ 4,500.00

ACKNOWLEDGMENT OF BILLING REQUEST
[illegible]
By

A 150 (REVISED 7-60)

NOTED
Harold C. Ayers

NOTED
H. S. COX

June 29, 1962

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Gentlemen:

On June 27, a satisfactory bid was received from R. H. Willsey Construction Company of Salem for construction of the Depot Slough Bridge on FAS 585. As per agreement between County and State, the following advance deposit is required of the County prior to awarding the contract.

Bid Items	$82,174.16
Engineering & Contingencies, 12-1/2%	10,271.77
Estimated Total Cost	$92,445.93

County Advance Deposit
20% of $92,445.93 = $18,489.19 -- or say $18,500

Please make this deposit by means of a check or warrant in the amount of $18,500 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received, a contract can be awarded for this project.

Three bids were received on this project ranging from $82,174 to $96,358.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

NOTED

VRJ:mm

cc: Mr. I. M. Huddleston

RECEIVED
JUL 6 1962
FOR FILING

[illegible]

6144

July 6, 1962

R. H. Willsey Construction Co.
2897 Chemawa Road N. E.
Salem, Oregon

Gentlemen:

The State Highway Commission on June 29 accepted your proposal, which was received on June 27, for the Depot Slough Bridge Section on the Yaquina-Toledo County Road, FAS 585, in the City of Toledo, Lincoln County, for the sum of $82,174.16, and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6144. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Portland
Daily Journal of Commerce, Seattle

fp

NOTED
J. Mc C.

RECEIVED
JUN 28 1962
FOR FILING

B-266D

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO

June 25, 1962

L-11-39157

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, 10, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

Your letter June 19, 1962 regarding Depot Slough Bridge FAS 585 Lincoln County:

Thank you for plans and specifications as covered by this contract for renewing existing bridge over Depot Slough at Toledo. Upon checking existing easement and your proposed plan have determined that this will not necessitate any additional easement for your new bridge.

Yours truly

AWKilborn

Copies to [illegible]
[illegible]
[illegible]

NOTED
G. S. PAXSON

RECEIVED
JUN 2 8 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 20 1962
FOR FILING

MISC. CONTRACTS and
AGREEMENTS no.

Salem, Oregon
June 19, 1962

Cooperative Construction Agreement
Depot Slough Bridge Section
FAS 585, Lincoln County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. Don N. Harwell
Records & Mapping Engineer

Attached is a conformed copy of a cooperative construction agreement with Lincoln County covering the Depot Slough Bridge Section of FAS 585 in Lincoln County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Lincoln County.

Secretary

rn
Attach: 1

RECEIVED
JUN 20 1962
FOR FILING

June 19, 1962

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Attention Mr. Kendrew

Dear Sir:

Re: Depot Slough Bridge
FAS 585
Lincoln County

I am enclosing two copies of the plans and specifications for the replacement of a bridge over Depot Slough on a Lincoln County road near Toledo. This bridge is in the same general location as the existing bridge.

The existing bridge was on an easement granted by your company to Lincoln County some years ago and the new bridge will not encroach further upon your right of way than did the existing bridge. It does seem, however, that on the south end of the new bridge there will be a short section which may be as much as six inches over the easement line and may be 19 feet 6 inches from the center line of your tracks. It is not proposed that our contractor will be required to carry railroad insurance, although he will be required to be responsible for any damage that he might do to any private property.

This project is advertised for receiving of bids on June 2[illegible]. In view of the fact that we will be farther away from your structure than the existing bridge, I hope that it will not be necessary that any additional easement agreement be executed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
enc.
bc: Mr. Forrest Cooper
Mr. I. D. Merchant
Mr. Fred Klaboe
Mr. J. D. Walker

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
DON HARWELL

June 7, 1962

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
R. H. PRANGE

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Depot Slough Bridge Section of FAS 585.

The set of plans and specifications is for your information and records.

The agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of the project, including engineering and contingencies, is $104,700; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could be returned not later than June 20.

It is presently planned to accept bids for this project on June 27.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

cc: Mr. I. M. Huddleston, County Engineer

FORM B-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
Harold C. Ayers

NOTED
H. S. COX

June 4, 1962

NOTED
DON HARWELL

NOTED
V. R. [illegible]

RECEIVED
JUN 1 - 1962
ENGINEER
COUNTY & CITY RELATIONS

Lincoln County Court
Courthouse
Newport, Oregon

Attention: Mr. I. H. Huddleston
County Engineer

Gentlemen:

Re: Depot Slough Bridge Alignment
Bridge No. 12131A

Enclosed please find two prints of our Drawing No. 17982, being the plan, elevation, and footing plan for the proposed Depot Slough Bridge. The structure has been located from the right-of-way center line presumably according to data furnished by you so that no further encroachment on railroad property will exist with the new structure.

Will you please check the location of the bridge from the drawing accompanying this letter and advise us as to the correctness of the location. As you will notice from the drawing the roadway center line of the proposed bridge is 12'6" from the right-of-way center line at the southerly end and 9'4-3/4" at the northerly end.

This structure is scheduled for contracting at the June 27 bid opening, and time is growing very short for any revisions so that we would appreciate your early action on this matter.

Please use one of the enclosed prints to signify your approval or corrections, and return to this office at the earliest possible time.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
Enclosure

cc: Mr. H. S. Cox ✓

MEMO TO J. W. NASH

Date: May 24, 1962

FAS 585, LINCOLN COUNTY

TERMINI: Bridge over Depot Slough 0.1 mile south of FAP 22 in Toledo.

NOTED
H. S. COX

NOTED
R. H. PRANGE

PROPOSED WORK: Construct one concrete bridge.

NOTED
DON HARWELL

NOTED
V. R. JONES

PROJECT LENGTH: 0.063 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$90,000	$54,000	$18,000	$18,000	(County)

EXISTING FACILITIES: A 313' pile trestle bridge 16' 8" wide. The pile bents are badly decayed and the roadway width is too narrow for the heavy logging truck traffic which is using this route.

ADJACENT SECTIONS:
NORTH/~~EAST~~ END: 20' bituminous surface, 28' roadway.

NOTED
JOHN D. GRAHAM

SOUTH/~~WEST~~ END: 20' bituminous surface, 26' roadway.

PROJECT DATA: Construct a reinforced concrete bridge 330' long with a clear roadway width of 26' and with a 3' 6" sidewalk.

RIGHT OF WAY: 60' minimum.
ACCESS CONTROL: None required.

RR XING: There is a 2-track X'ing 0.05 mile north of the bridge and a 3-track X'ing 0.08 mile north of the bridge. These tracks serve an adjacent planing mill and lumber yard and are also used for car storage.

MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: S-359(1).

VRJ:mm

NOTED
Har

NOT
H. S. COY

MEMO TO FILES

Subject: Depot Slough Bridge
FAS 585
Lincoln County

NOTED
R. H. PRANGE

JOHN D. GRAHAM

NOTED
DON HARWELL

1962

On Tuesday, March 13, R. H. Prange and V. R. Jones met with Mike Huddleston, Lincoln County Engineer, at the courthouse in Newport to discuss the above subject. Mr. Huddleston was shown the preliminary plans for replacing the present structure either with one of equal length or with a shorter structure and a hill. It was pointed out that if the latter alternative was chosen, the hill slopes would carry out into the S.P.R.R. right-of-way and would "bury" the piling of the R.R. bridge which lies adjacent to the county bridge. This would not be a practical solution not only because the S. P. Co. probably would not allow its bridge piling to become encompassed in the hill but also the hill could not be properly compacted around the piling.

Several solutions to the problem were discussed with Mr. Huddleston:

1. Replace the existing county road structure with one of equal length close to the same grade and alignment so that the end approaches will not encroach on the railroad right-of-way any more than the existing facility.

2. Cooperate with the S. P. Co. in constructing a short structure and approach hills of sufficient width to carry both the county road and the S. P. tracks.

3. Inasmuch as it is common knowledge that the C. D. Johnson Lumber Company, which is the only facility served by the railroad, was recently purchased by Georgia Pacific and will soon be closed down, there may be a possibility that the S. P. Co. will remove its facilities. In that case either the longer or the shorter structure could be constructed without complications to the railroad.

Mr. Huddleston stated that he would contact both the Georgia Pacific and S. P. Company to discuss the various possibilities and to determine what these two companies have in mind in regard to their operations. Mr. Huddleston was informed of the urgency in this matter and he promised to inform this office as to his decision during the week of March 19 - 23.

R. H. Prange

RHP:eb
CC: G. S. Paxson
J. D. Walker

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
R. S. [illegible]

Section [illegible] Highway F.A.S. 585 County Lincoln Profile [illegible]
Res. Engr. [illegible] Length of Project ____ Miles. Sta. 658 to Sta. 608 Date 3-7-62

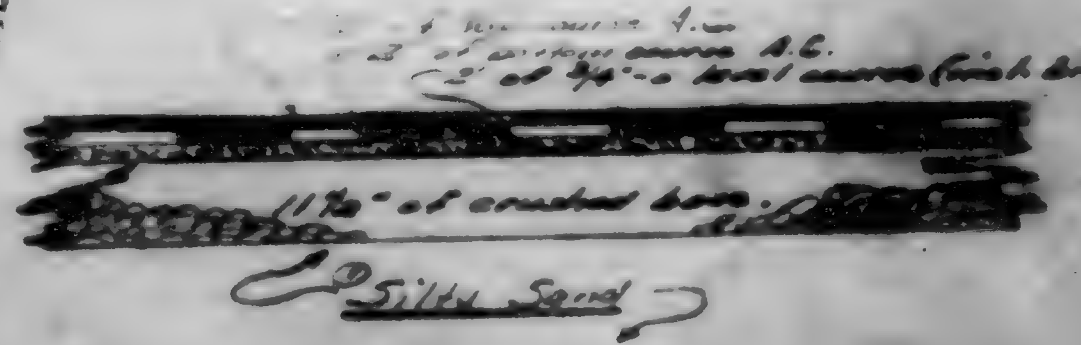
TYPICAL SECTIONS Traffic Classif.ⁿ [illegible]

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL



Ⓢ [illegible] Borrow

[illegible] with water [illegible]

44	LL
11	PI
26	% P200
23	% Larger than 2mm
31	% Sand
19	% Silt
7	% Clay
25	% Water

AASHO Classif. - A-2-7

Note:
The course base has been increased 25% due to the high LL & PI of the proposed borrow material.

Required		Designed	
[illegible]	[illegible]	[illegible]	[illegible]
			[illegible]
17			17

PROPOSED MATERIAL SOURCE

Location	Lab. No.	[illegible]	Type of Material	[illegible]	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	[illegible]	[illegible]	To be used for
Suitable material source to be determined by the Engineer.										
Paving Type - County preference.										

RECEIVED
MAR 16 1962
ENGINEER
COUNTY & CITY RELATIONS

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by [illegible]

Recommended by [illegible]
Asst. Construction Engineer

Recommended by C. F. [illegible]

Approved by for [illegible]
Asst. Deputy State Highway Engineer

RECEIVED
MAR 20 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1962

SUBJECT: Depot Slough Bridge
Yaquina-Toledo County Road
FAS 585
Lincoln County

To: Mr. G. S. Paxson
Deputy State Highway Engineer
BUILDING

Attached are two prints of a map showing the encroachment on the Depot Slough Railroad Bridge resulting from the proposed realignment and reconstruction of subject highway bridge.

The vicinity map for construction of the Depot Slough highway bridge has been sent to the Bridge Division for determination of possible reduction in bridge length which will indicate the extent of our encroachment.

The attached prints are forwarded with the view that the railroad may offer considerable opposition to fill pressures against their existing trestle and that this opposition might preclude shortening our proposed structure.

F. D. Morgan
Construction Engineer

By

RM Allen
for A. D. Olson
Asst. Chief Locating Engineer

3-19-62
Walked to study
line shift to miss RR
bridge HHP

RMA:jd

Attachment

cc: Ivan Merchant

RE
MAR
OFFICE OF
STATE H

RECEIVED
26 1961
FOR FILING

LOCATION PROSPECTUS
DEPOT SLOUGH BRIDGE SECTION
FAS 585, LINCOLN COUNTY

The following prospectus is submitted concerning the above-mentioned section of FAS 585, which is a county road on the Federal Aid Secondary System. The bridge is located 0.1 mile southerly of the junction of FAS 585 with FAP 22 (U.S. 20), within the limits of the city of Toledo.

This will be a location survey for the prupose of preparing plans, specifications, and estimates for replacing the existing untreated timber bridge across Depot Slough (Inventory No. 12131) with a concrete structure. The proposed structure will be placed on the same location as the existing bridge. Rerouting of traffic, during construction, will be done by Lincoln County via a detour.

Reconnaissance is not necessary. Routine soils and foundation investigations will be conducted. No special drainage problems exist. An economic analysis is not needed at this time.

The existing (1960) ADT is 1,250 and the projected 1980 ADT is 1,875. The new bridge will carry a 24-foot roadway with a 4-foot sidewalk on the downstream side. The county has requested that the new structure be made considerably shorter than the existing structure. The approach fills will be part of the project, having two 10-foot travel lanes with 3-foot shoulders.

This is a county road with no control of access. This is a major stream crossing (Depot Slough) with no railroad crossings.

The tentative base design for construction will have a total depth of 21 inches. An itemized base design will be furnished upon completion of soils investigations. A suitable material source will be investigated and selected during the survey.

Agreements with Lincoln County will be necessary. The County requests that the old structure be removed as a part of this project.

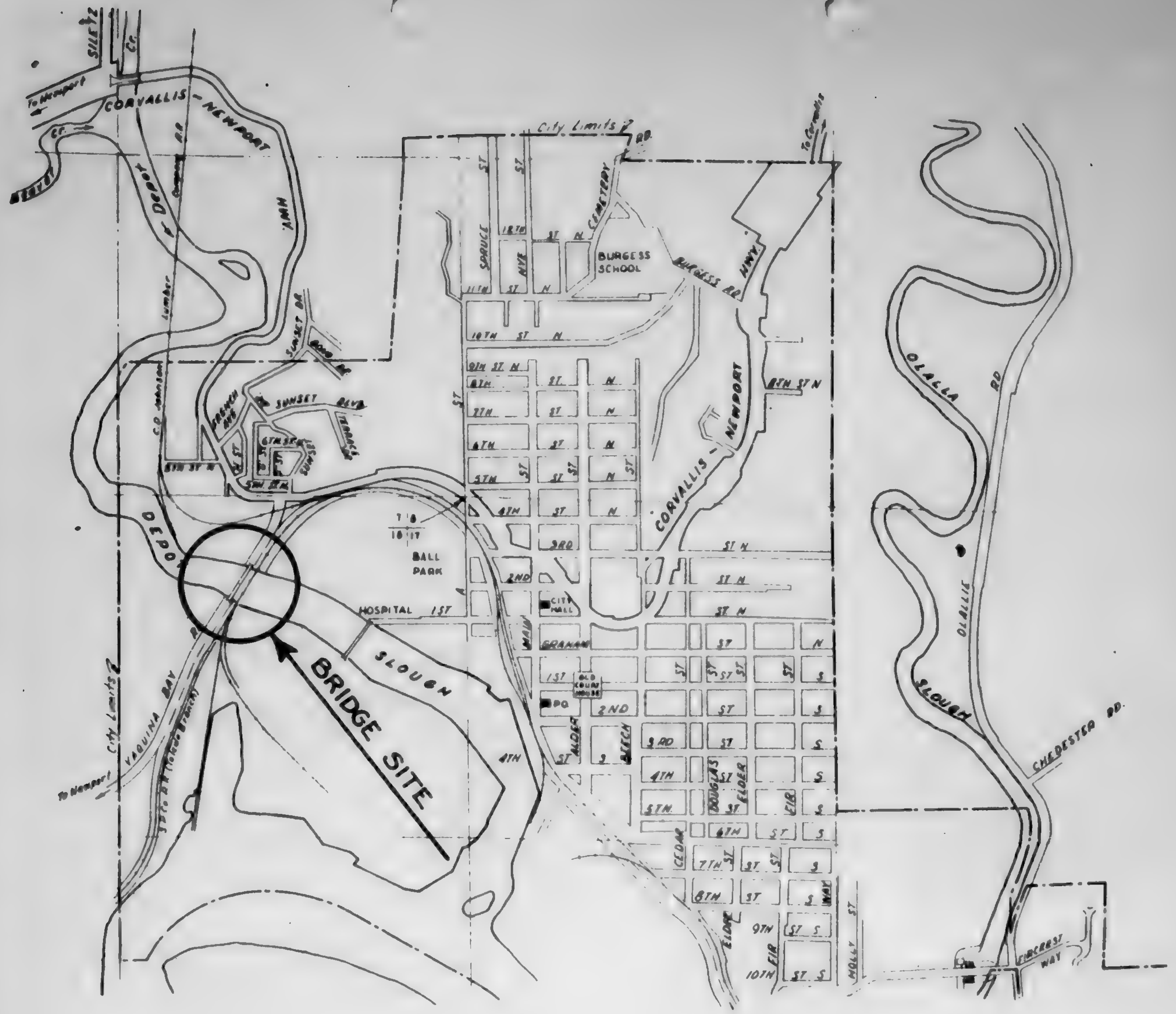
There are no State parks or roadside rest areas affected by this project.

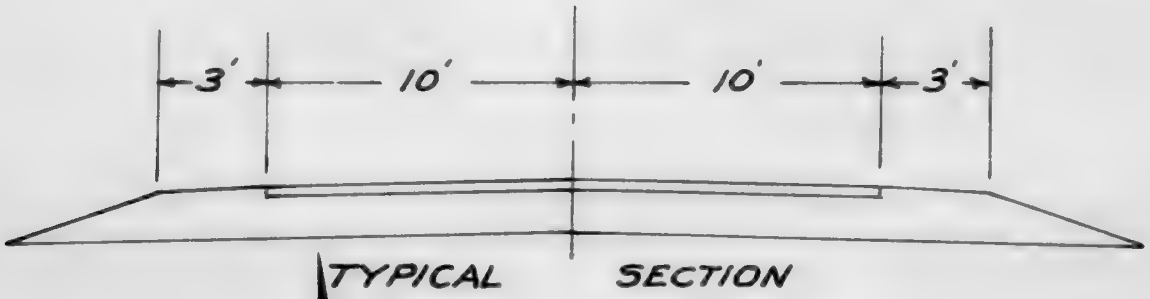
October 20, 1961

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
Walter T. Wright (2)

RECEIVED
OCT 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER





TYPICAL SECTION

TOLEDO
LINCOLN COUNTY
T11S., R10W., W.M.

PROSPECTUS MAP
DEPOT SLOUGH BRIDGE
FAS 585

LINCOLN COUNTY

Scale 1" = 1200'

1961

NOTED
[illegible]

[illegible]
[illegible] COX

August 22, 1961

NOTED
V. R. JONES

Mr. I. M. Huddleston
Lincoln County Engineer
Courthouse
Newport, Oregon

Dear Mr. Huddleston:

Enclosed are three copies of a Bridge Project Request form which we hope will supply the information which will be needed to set up the project. Please return two copies to this office and one may be retained for your records.

The present status of Lincoln County's FAS funds shows an estimated balance of $98,000, which includes 1963 funds. However, at the present time the federal government has released only 75 percent of the 1963 allotment. We will submit the project to the Highway Commission for the full $98,000 as the balance should be available by the time the bridge is ready for contracting.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Field Engineer

VRJ:djb
Encl.

LINCOLN COUNTY
PROPOSED PROJECT, FISCAL YEAR 1963 FUNDS

FAS 585, Yaquina-Toledo Road, Depot Slough Bridge, $98,000. This bridge is located in the westerly portion of the City of Toledo immediately south of the Corvallis-Newport Highway. The bridge bears State Highway Inventory Number A12131.

The proposed project is to construct a new bridge on the site of the existing structure. The present bridge has a length of 313' but the County believes that the new structure can be somewhat shorter. A detour is available.

Mr. I. M. Huddleston, Lincoln County Engineer, should be consulted prior to starting the survey.

61-e
8/25/61 Comm approved 9-15-61

Office of the County Engineer
I. M. Huddleston

COUNTY OF LINCOLN

Newport, Oregon

August 18, 1961

Mr. Si Cox
City & County Relations Engineer
Oregon State Highway Department
Salem, Oregon

Dear Si:

At the regular meeting of the Lincoln County Court held in Newport on August 16, 1961, a discussion was held regarding future FAS projects in Lincoln County. As a result of this discussion I was instructed by the Court to request the following bridge be placed on the FAS project for 1962.

Name of Road - Yaquina-Toledo
County Number - #515
County Bridge No. - #515-B-5
FAS Number - #515
State Bridge No. - #A12131

The present bridge has 3 - 15' bents, then a 32' opening, and then 16 - 15' bents making an overall length of 317 feet. This can be shortened considerable. A by pass is available. State crews are requested to make the vicinity map, my office will consult with them and the bridge department during the preliminary work.

Sincerely yours,

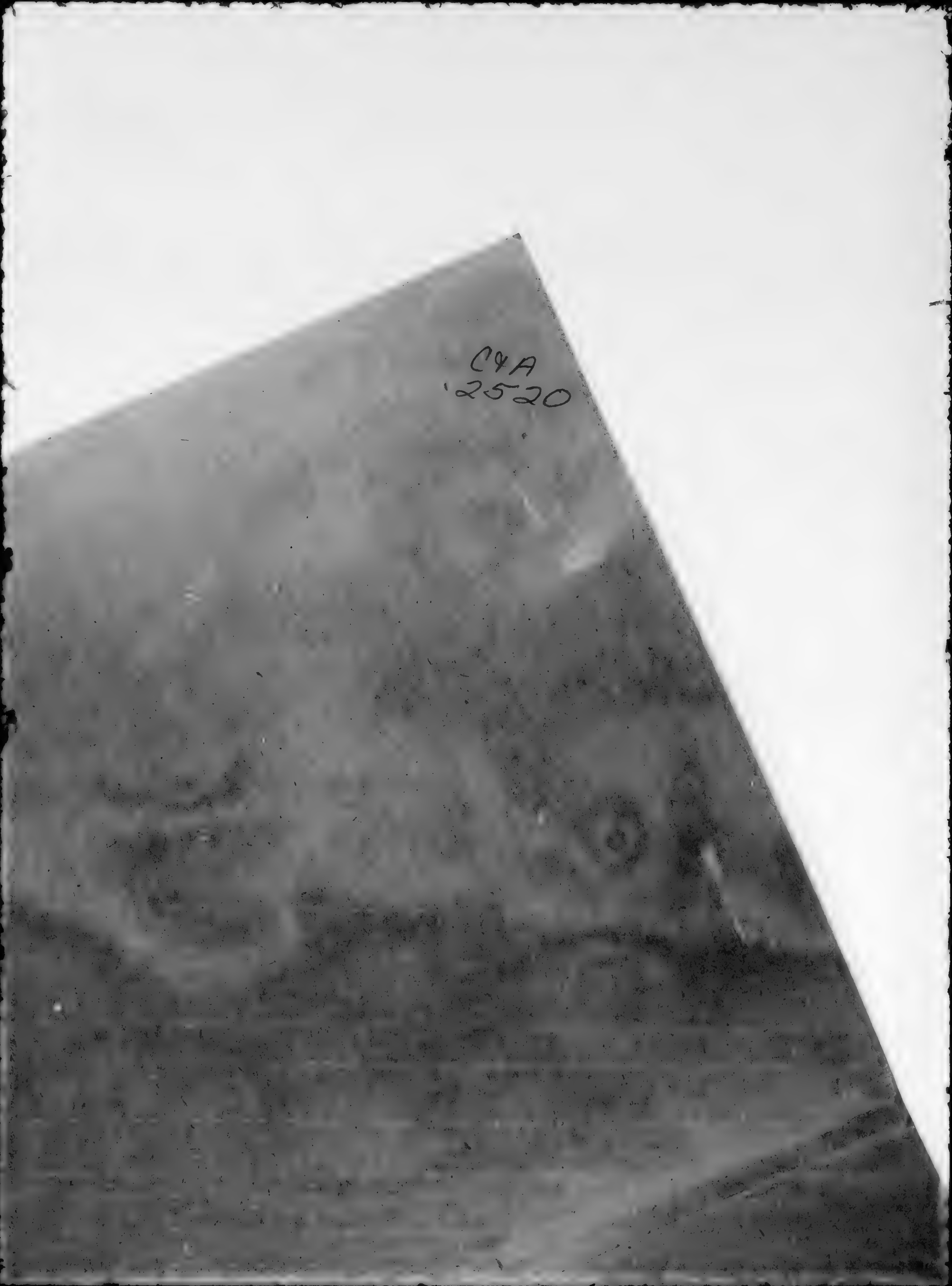
I. M. Huddleston
I. M. Huddleston,
County Engineer

IMH:nm

Letter + Bridge Request forms
to Huddleston
8-23-61
V.J.

RECEIVED
[illegible]

R-404(1) The Cove Sec., FAS 660, S.W. 1962
of Metolius (Grading)
#145



C&A
2520

Fas 660
Jeff. Co.

NOTED
H. S. CO

June 22, 1964

NOTED
P. B. [illegible]

NOTED
DON HARWELL

NOTED
R. M. ALLISON

[illegible] 6145 (Grading
[illegible]

Jefferson County Court
Courthouse
Madras, Oregon

Gentlemen:

Final costs are now available on the Cove Section of FAS 660, Contract No. 6145, as shown on the enclosed cost statement.

In accordance with an agreement dated March 2, 1962, the amount of $3,889.65 is due the County.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

[illegible] road [illegible] at [illegible]

NOTED
V. R. JONES

Fas 660
Jeff. Co

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-12-64	OC 868		516-1036-097

INVOICE NUMBER 81876

Jefferson County
Courthouse
Madras, Oregon
~~Att: County Court~~

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: The Cove Section, FAS 660, covered by agreement dated March 2, 1962.			
Original advance deposit		26,800.00	
Less amount previously transferred		20,000.00	
			6,800.00
County's share as per attached statement		22,910.35	
Less amount previously transferred		20,000.00	
			2,910.35
To be refunded			3,889.65

NOTED
DON HARWELL

RECEIVED
JUN 15 [illegible]
ENGINEER
COUNTY & CITY B

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_______________

By ______________________________

A 150 (REVISED 7-60)

RECEIVED
APR 10 1963
FOR FILING

S 494 (1)

6145

9

April 10, 1963

The Travelers Indemnity Co.,
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

On March 26, 1963, we wrote to you concerning release of final payment on contract #6145, awarded to Carl M. Halvorson, Inc., for grading The Cove Section of FAS Route #660 in Jefferson County.

Final payment on this contract is $5,441.46 and the total contract amount is $120,590.91, including $1,326.66 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Travelers Indemnity Co.,
Phil Grossmayer Co.,
P. O. Box 1191
Portland 7, Oregon

cc: Carl M. Halvorson, Inc.,
P. O. Box 1449
Portland 19, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
MAR 2 6 1963

FOR FILING

5 490(1)

6145

March 25, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed February 22 on Contract 6145. The contract was with Carl M. Halverson, Inc. and was for grading on The Cove Section of FAS Route 660 in Jefferson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 20, 1963, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

Form E-1--(Rev.)--

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 15, 1963

Section The Cove

Kind of work Grading

Highway FAS Route 660 County Jefferson

Section prefix 516-1036

Contractor Carl M. Halvorson, Inc.

Contract number 6145

Date of contract July 6, 1962

Specified work days 104

Date work started October 1, 1962

Work days used 91

Project authorization $ 133,852.50

Exclusive of engineering $ 124,334.10

Per cent of time elapsed 94.6 %

Estimated cost of completed project, exclusive of engineering $ 120,850.00

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 9,518.40

Engineering cost to date $ 12,544.82, 119.4 %

Date project was completed February 22, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	NONE		NONE	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Office force on Semi-final estimate. Submitted to Division Office Friday. Final Report.

NOTED
JOHN R. OAKES

MAR 18 1963

Signed R. H. Clark R. H. Clark

Address Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.96				
Miles partially completed					
Miles completed	1.96				
Total estimated quantities (contract)	127,400.0				
Total quantities corrected to date	149,349.3				
Estimated quantities moved or placed to date	149,349.3				
Average daily quantities	1,641 (91)				
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

No men or equipment as the contractor has moved out

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	O'cast		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
FEB 14 1963

FOR FILING

S-4[illegible] (1)

6145

February 13, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 1
March 14, 1963 Meeting

Gentlemen:

Carl M. Halvorson, Inc., holder of Contract 6145, Cove Section of FAS Route 660 in Jefferson County, has requested an extension of time in the amount of 16 days. Review of the request and provisions of the contract indicate error on the part of both State and contractor.

The contract carried a provision that the existing road to Cove Palisades Park could not be closed to traffic until September 15, 39 working days after award of the contract. No provision was made to delay work-day count during this period, although only the equivalent of ten days work was possible prior to that date because of hazzard to traffic due to rock fall on the switchbacks in the road below work areas. Thus 29 of the workdays charged should reflect as an extension of time.

The contractor erred in asking for 16 days extension since that is only the amount of time now charged beyond the contract allowance of 75 days. This allows no time to complete work remaining to be done.

Because of the circumstances stated, we recommend an extension of 29 workdays.

This matter will be presented to you at the March 14 Highway Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
LPS:ajw bbc

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

#1

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6145 Contractor Carl M. Halvorson, Inc.

Highway FAS Route No. 660

Section The Cove

Kind of Work Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows: The contract called for day count to start July 23rd, then stated the road could not be closed until September 15th. The most work that could be done without closing the road was ten days. Days were counted as a no count did not comply with our instructions. They have asked for 16 days, which does not allow time for finishing. As they have most of the finishing to do, and to be fair in this matter, I would recommend that the number of work days between July 23rd and September 15th, minus ten days of available work, or 29 work days be allowed as extension of time.

Recommended for Approval:

Dean Swift
Division Engineer

Asst Construction Engineer or Bridge Engineer

Lloyd P. Stine
ASSISTANT State Highway Engineer

Contract No. 6145

Project designation FAS 5-494(1)
State-Federal

Date awarded July 6, 1962

Work started October 1, 1962

Per cent completed 99%, Feb. 1, 1963
Date

No. of Workdays Allowed 75

No. of Workdays Used 91

No. of Added Workdays Requested 16, allow 29

State Printing 27920

E 320 (Rev.)—5M - 5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 25, 1963

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 75 days to 91 days, within which to complete our Contract No. 6145, without the assessment of liquidated damages. The said contract is described as follows: Grading, The Cove Section, FAS Route 660, Jefferson County, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We were unable to work on this project until after September 15-th, 1962 due to heavy tourist traffic to and from Cove Park.

Respectfully submitted,

Carl M. Halvorson, Inc.
Contractor

By President

CONSENT OF SURETY

Date January 25, 1963

We, TRAVELERS INDEMNITY COMPANY of Hartford, Connecticut, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

W. E. Harriman
Attorney-in-fact
W. E. Harriman

(SEAL)

Alice T. Birkemeir
Resident Agent
Alice T. Birkemeir - Resident Agent
State of Oregon

FORM E-30 80M 8-62 43908

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 7, 1963

SUBJECT: Extension of Time
The Cove Section
FAS Route 660
Contract No. 6145

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Carl M. Halvorson, Inc., contractor on this project, has requested an extension of 16 workdays in which to complete the work without the assessment of liquidated damages. The necessary forms for this request are attached.

This contract was let in July, 1962, and contained a provision that the contractor could not close the road to traffic until September 15. The required work on the project was such that very little work could be done until the road was closed to through traffic as rocks rolling from the work area would fall onto the switchbacks below. The contractor did not attempt to do any work on the project until after the tourist traffic to Cove Palisades Park had stopped for the season.

Our Division Engineer estimates that about 10 days preliminary work could have been done prior to the closing of the road. Since 39 workdays were charged as of September 15, it is recommended that an extension of 29 workdays be granted.

At the present time, 91 days have been charged, which is 16 days over the allowed 75, and considerable finishing work remains to be done.

This is an FAS job, so concurrence by the Bureau of Public Roads is not required. This has been discussed, however, with the Area Engineer.

A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjh
Attachment

cc: L. H. Young

RECEIVED
8-4 1962
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Jefferson
PROJECT REPORT NO. 4		PROJECT NO. S-494(1)

614

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 2.5 Mi. NW Culver NW 4.5 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	6-5-62	1.957
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 119,273.00	$ 75,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer July 27, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-494(1)

THE COVE SECTION OF FAS ROUTE 660

IN JEFFERSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 12, 1962

Type Code 0010
Roadway (Sta. 0+01.75 to Sta. 103+32.62)(Contract 6145)

Clearing and Grubbing	All Required (67%)		$ 2,010.00
Drainage Excavation, Unclassified	120 cu.yd.	$3.00	360.00
General Excavation, Unclassified	127,400 cu.yd.	0.63	80,262.00
Short Overhaul	286,900 yd.sta.	0.02	5,738.00
Long Overhaul	4,150 C-yd.sta.	0.50	2,075.00
Finishing Roadbed and Slopes	All Required (75%)		2,250.00
12-inch Corrugated Metal Pipe	84 lin.ft.	3.75	315.00
18-inch Arch-Type Corrugated Metal Pipe	450 lin.ft.	5.00	2,250.00
Sprinkling	640 M-gal.	3.00	1,920.00
			$ 97,180.00
Flagging (57½% of Contractor's Cost)	All Required (80%)		$ 800.00
Signing	All Required		150.00
Slide Correction	All Required		10,000.00
Guide Posts	All Required		300.00
			$ 11,250.00
	Subtotal		$108,430.00
	10% Engr. & Cont.		10,843.00
	Total		$119,273.00

Length of Roadway - - - - - 1.957 Miles
Cost of Roadway Per Mile- - $60,946.85

Federal Funds -	$ 75,100.00
State Funds -	22,086.50
County Funds- -	22,086.50
	$119,273.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JUL 31 1962
FOR FILING

[illegible]

6145

Salem, Oregon
July 25, 1962

State Force Work
Cove Section
Jefferson County

R. L. Porter
Assistant State Highway Engineer
OFFICE

Mr. A. W. Parsons, Division Engineer, of the Bureau of Public Roads, called a matter to my attention this date, viz:

Mr. Parsons had an order for State force work on the Cove Section in Jefferson County, our No. 516-1036, for $150 for signing.

Mr. Parsons stated that, under Bureau rules, it was not necessary to send matters of this kind to the Bureau for approval. His interest in this was to reduce shuffling of papers between the Departments.

Will you please take it from here and do what is needed.

Forrest Cooper
State Highway Engineer

FC:fn

cc G. S. Paxson
Victor D. Wolfe

RECEIVED
JUL 23 1962
FOR FILING
6145

July 19, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, covering permanent signing Account No. 276 on The Cove Section of FAS Route 660 Highway in Jefferson County, Contract No. 6145, in connection with Federal-Aid Project No. S-494(1).

This work is necessary for the direction and guidance of traffic after completion of the project. The contractor is not equipped for this type of work, while the State has the necessary crews and equipment. Materials are purchased on the open market under competitive bidding. The amount is too small to be done by separate contract.

The total estimated amount of this order is $150.00 with federal participation of $90.00.

Your approval under the provisions of PPM-21-6.3 on the basis of actual cost is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra
Enc.

RECEIVED
JUL 12 1962

FOR FILING

6145

July 6, 1962

Carl M. Halvorson, Inc.
P. O. Box 1449
Portland 7, Oregon

Gentlemen:

The State Highway Commission on June 29, 1962 accepted your proposal for grading the Cove Section of FAS Route 680, Jefferson County, for the sum of $107,530 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6145. Contract forms are now being prepared and will be mailed to you shortly for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Portland
Daily Journal of Commerce, Seattle

NOTED
J. Mc C.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

July 30, 1962

Hon. H. A. Dussault
Jefferson County Judge
Courthouse
Madras, Oregon

RE: The Cove Section, FAS 660

Dear Sir:

Enclosed are copies of correspondence concerning the portion of the above project on which the costs will be borne by the State Parks Division. The items shown in the estimate of park work will be adjusted to the actual amounts at the conclusion of the work. I believe Robert Prange of this office informed you regarding the excess advance deposit and that a proper refund will be made when the final costs are available.

With regard to your question concerning the final settlement on the Iris Drive and Jericho Lane Sections, our check number 10170 for $2,206.08 for the refund on the advance deposit was sent to you on or about February 15, 1962.

X. ref 'B.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

THE COVE SECTION
FAS 660, JEFFERSON COUNTY
CONTRACT NO. 6145

ESTIMATED COST OF PARK WORK BASED ON BIDS RECEIVED

Item	Qty.	@	Total
Clearing & grubbing	(33% of $3,000)	--	$ 1,000.00
Drainage excavation (unclassified)	120 c.y.	$3.00	360
Embankment in place	12,000 c.y.	0.60	7,200.00
Finishing roadbed & slopes	(25% of $3,000)	--	750.00
18" corrugated metal pipe	124 lin. ft.	5.00	620.00
24" " " "	50 " "	8.00	400.00
Sprinkling	60 M/gal.	3.00	180.00
			$10,510.00
Engineering & Contingencies.....			1,313.75
			$11,823.75

VRJ:mm
7/19/62

NOTED
Ha[illegible] C. Ayers

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
DON HARWEL

Salem, Oregon
May 7, 1962

Cove Grade Section
FAS 600, Jefferson County

Mr. J. E. Morelock
OFFICE

NOTED
R. H. PRANGE

Attached is a copy of a letter signed by Judge Dussault of Jefferson County requesting the reduction of the roadway width and shortening of the project to a section on the westerly end which will fit available county FAS funds. The estimated cost of the shortened project should not exceed $137,000.

The State Parks Division, however, desires to do certain improvement work adjoining this project, consisting of a boat launching ramp and parking accommodations, and they have indicated that they will pay for hauling of excess excavation material from the project to their sites. Other work items such as clearing ramp and parking areas, any drainage involved, and the placing and compaction of the fill material will also be included in the contract as non-federal-aid participating items and will be paid for with Park funds.

V. R. Jones
County & City Relations Planning Engineer

VRJ:mm
Att.

cc: F. D. Morgan
Dean Swift
R. L. Porter
L. H. Young

FORM 2-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
JUL 23 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

NOTED
H. S. COX

July 20, 1962

Files 8697, 8957, 9778 & 5457
Cove Palisades Park Section
~~The Dalles-California Highway~~

NOTED
DON HARWELL

Jefferson County
Court House
Madras, Oregon

NOTED
R. H. PRANGE

NOTED
[illegible]

Gentlemen:

Enclosed is a Relinquishment of Title to Jefferson County, signed by the Oregon State Highway Commission June 29, 1962. This conveyance covers 14.3 acres of State park property and 3.04 acres from a quarry site.

This property is to be used in connection with the relocation of the Grandview Loop Road where affected by the backwater resulting from the Round Butte Dam.

If you find this document satisfactory, will you please have it placed of record in the Deed Records and then notify this office of the recording data so that we may complete our records.

Very truly yours,

L. I. LINDAS, Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

AE:ls
Enc. Relinquishment of Title

✓ cc: Mr. H. S. Cox
City-County Relations

Dean Swift, Div. Engr.
(With 2 copies Relinquishment)

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
DON HARWELL

July 12, 1962

Jefferson County Court
Courthouse
Madras, Oregon

Gentlemen:

This is to acknowledge receipt of your advance deposit of $26,800 on The Cove Section, FAS 660. Contract No. 6145 covering this project has been awarded to Carl M. Halvorsen, Inc.

A copy of the contract and a set of plans are enclosed. If additional copies of either are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-12-62	CC 770		516-1036-297

INVOICE NUMBER 75181

Jefferson County

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$26,800.00
Partial transfer county advance deposit for The Cove Section FAS 660.			20,000.00
To be retained			$ 6,800.00

CKNOWLEDGMENT OF BILLING REQUEST
Cash Re
By

NOTED
R. H. PRANGE

150 (REVISED 7-60)

NOTED

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

June 29, 1962

Jefferson County Court
Courthouse
Madras, Oregon

Gentlemen:

On June 27, a satisfactory bid was received from Carl M. Halvorsen, Inc., of Portland for construction of The Cove Section, FAS 660. As per the agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items	$107,530.00
Flagging	1,000.00
Signing	150.00
Slide Correction	10,000.00
Guide Posts	300.00
Engineering & Contingencies, 12-1/2%	14,872.50
Estimated Total Cost	$133,852.50

County Advance Deposit
20% of $133,852.50 = $26,770.50 - or say $26,800

Please make this advance deposit by means of a check or warrant in the amount of $26,800 payable to the Oregon State Highway Commission, forwarding same to this office.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

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JUN 22 1962

FOR FILING

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01

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
June 21, 1962

Cooperative Construction Agreement
The Cove Section
FAS 660, Jefferson County

Mr. H. S. Cox
County & City Relations Dept.
Office

Attention: Mr. Don Harwell
County & City Relations Mapping & Records Engineer

Attached is a partially executed copy of an agreement with Jefferson County covering the Cove Section of FAS 660 in Jefferson County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Jefferson County.

Secretary

rn
Attach: 1

NOTED
H. S. COX

June 14, 1962
Salem, Oregon

NOTED
DON HARWELL

Mr. Earl Saling
OFFICE

Cove-Feather Lane Section
FAS 660, Jefferson County

NOTED
V. R. JONES

Attached are two completed option forms and three copies of a certification of right-of-way acquisition for the above project.

V. R. Jones
County & City Relations Planning Engineer

VRJ:mm
Att.

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. ____________

Highway No. **FAS 660**

Name of Project **Cove-Feather Lane Section**

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at **Madras**, Oregon, this 12th day of June, 1962.

Jefferson County Court

H.A. Dussault
Judge

W. Campbell
Commissioner

A.L. Ramsey
Commissioner

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JUN 14 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
H. S. COX

NOTED
Harold C. Ayers

May 28, 1962

Jefferson County Court
Madras,
Oregon

Re: FAS 660, Right of Way

NOTED
R. H. PRANGE

NOTED
V R JONES

Gentlemen:

Attached you will find 1 original option form in triplicate covering right of way to be acquired in connection with Cove-Feathers Lane Section of the Grandview Loop County Road in Jefferson County.

Please return a signed or conformed copy of each option to the State Highway Department so that we may inform the engineers of the conditions, if any, on each transaction.

We are forwarding under separate cover three prints of Map No. 8B-26-2 covering this area and bearing our date of May 23, 1962.

This is the only parcel of private right of way involved on this section, the balance being either State Parks or BLM property.

A filing map is being prepared for the BLM property and a deed for the right of way through the State Park is being prepared.

File No.	Name	Area
30437	Frederick Schneiter, et ux	0.06 acre

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:eb
Encl. 1 option

NOTED
Harold C. Ayers

NOTED
H. S. COX

June 7, 1962

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Jefferson County Court
Courthouse
Madras, Oregon

NOTED
V R [illegible]

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with The Cove Section of FAS 660.

The set of plans and specifications is for your information and records.

The agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of the project, including engineering and contingencies, is $137,800; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could be returned not later than June 20.

It is presently planned to accept bids for this project on June 27.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

NOTED
Harold C. Ayers

MEMO TO J. W. NASH

Date: May 17, 1962

FAS 660, JEFFERSON COUNTY

NOTED
H. S. COX

TERMINI: East End - County road intersection 2.5 miles northwest of Culver.
West End - Point near the Cove State Park 4.5 miles northwest of Culver.

PROPOSED WORK: Grading only, to a subgrade width of 30 feet.

PROJECT LENGTH: 1.99 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$152,000	$91,000	$30,500	$30,500	(County)

EXISTING FACILITIES: Winding 12' to 14' roadway with light gravel surfacing. Inadequate for anticipated traffic to new reservoir recreational area.

ADJACENT SECTIONS:
[redacted]/EAST END: 20' gravel, 22' roadway.
[redacted]/WEST END: 20' graveled surface on 22' roadway. [redacted]

PROJECT DATA: The grading work will follow closely the present aligument and grade line and the subgrade width will be sufficient to permit future construction of two 10' lanes of bituminous surfacing with 2' shoulders. The surfacing will be constructed either by the County with their own forces or by a future FAS contract.

RIGHT OF WAY: 50' minimum.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: -------

Prompt reconstruction of this narrow and dangerous section is required due to the anticipated large recreational traffic due to the reservoir and enlarged State Park facilities. As available funds were strictly limited for this heavy grading section, the width of the subgrade has been held to 30'.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: This section serves as the access to a new reservoir lake connected with a dam now under construction. The State Park is developing a new and enlarged camping and recreational area and a boat launching facility. A grazing area to the west will also be served.

VRJ:mm

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[illegible] 1962
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FORM E-20X—30M—6-61—30082

5 4[illegible] (1)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1962

SUBJECT: Cove Grade Section
FAS 660, Jefferson County

To: Mr. J. E. Morelock
OFFICE

Attached is a copy of a letter signed by Judge Dussault of Jefferson County requesting the reduction of the roadway width and shortening of the project to a section on the westerly end which will fit available county FAS funds. The estimated cost of the shortened project should not exceed $137,000.

The State Parks Division, however, desires to do certain improvement work adjoining this project, consisting of a boat launching ramp and parking accommodations, and they have indicated that they will pay for hauling of excess excavation material from the project to their sites. Other work items such as clearing ramp and parking areas, any drainage involved, and the placing and compaction of the fill material will also be included in the contract as non-federal-aid participating items and will be paid for with Park funds.

V.R. Jones
V. R. Jones
County & City Relations Planning Engineer

VRJ:mm
Att.

cc: F. D. Morgan
Dean Swift
R. L. Porter
L. H. Young

RECEIVED
MAY 8 1962
OFFICE OF
STATE HIGHWAY ENGINEER

S. E. SUMMERFIELD, *Sheriff*
NELLIE WATTS, *County Clerk*
ELVA TOWNSEND, *Treasurer*
GLENN P. HORN, *Assessor*

H. A. DUSSAULT, *County Judge*
W. H. CAMPBELL, *Commissioner*
A. S. RAMSEY, *Commissioner*
DORIS SURATT, *County Health Nurse*

DAVID R. POTTER, *School Supt.*
WARREN H. ALBRIGHT
District Attorney
RONALD S. TOMS, *Coroner*

Jefferson County
STATE OF OREGON
Madras, Oregon

NOTED
R. H. PRANGE

NOTED
DON HARWELL

May 4, 1962

Mr. H. S. Cox
County & City Relations Engineer
Oregon State Highway Building
Salem, Oregon

Dear Mr. Cox:

Pursuant to my conversation with your office on April 22, 1962, the Jefferson County Court is requesting that the design of the Cove-Feather Lane section of the Grandview Loop County Road (FAS660) be modified in the following manner:

(1) Reduce the top width from 28 feet to 24 feet (20-foot oil mat with 2-foot shoulders). The project to be for grading only and it should be shortened to a section approximately 1.0 miles in length on the westerly end of the project.

The County Court feels that it is necessary to reduce the roadway width to 24 feet in order that grading costs, particularly in the Crooked River Canyon area, can be held to a reasonable minimum to fit the limited FAS funds available to Jefferson County. It is not economically feasible due to the limited amount of funds both FAS and County, to construct the roadway any wider than 24 feet or to construct the project in its entirety under one contract. In order that present and future funds be spent as expeditiously and as efficiently as possible, the Jefferson County Court has submitted the above proposal for your consideration.

Very truly yours,
Jefferson County Court
By H.A. Dussault
H.A. Dussault
Judge

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MAY - 7 1962
ENGINEER
COUNTY & CITY RELATIONS

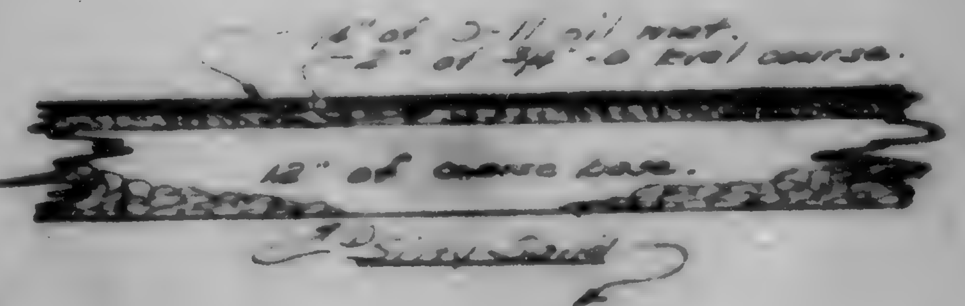
STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Cove - Featherville Lane Highway [illegible] County [illegible] Profile [illegible]

Res. Engr. [illegible] Length of Project [illegible] Miles. Sta. 2400 to Sta. 137+28 Date 4-27-62

Frost Penetration - 28"-30" TYPICAL SECTIONS Traffic Classif. - Medium

NOTED
H. S. COX



① Typical Soil
27 LL
6 PI
44 % -200 ([illegible] red.)
8 % gravel
[illegible] % sand
[illegible] % silt
11 % clay
17 [illegible] Value (Corrected)
AASHO Classif. - A-4(2)

* The coarse base has been increased to equal ½ the depth of reported frost penetration.

Required		Designed	
[illegible]	[illegible]	[illegible]	[illegible]
			1½ O-11 2 Level 12 Base
12			15½

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MAY - 3 1962
ENGINEER
[illegible] RELATIONS

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	[illegible]	[illegible] Loss B	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											
Paving Type - County preference.											

Submitted by W. W. Yarbrough
State [illegible]

Recommended by [illegible]
[illegible] Construction Engineer

Recommended by C. T. Wagemann
for Engineer of [illegible]

Approved by [illegible]
Asst State Highway Engineer

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

NOTED
R. H. PRANGE

NOTED
H. S. COX

MEMO TO FILES
4/23/62

NOTED
DON HARWELL

RE: Cove-Feather Lane Section
FAS 660, Jefferson County

V. R. Jones and R. H. Prange met with Judge H. A. Dussault in the Jefferson County Courthouse at Madras on April 18, 1962, concerning the above project. The judge was advised that during construction of that portion of the project down the Crooked River canyon, a large amount of excess material will be "side cast" and will fall onto the new county road grade now being constructed by Portland General Electric near the bottom of the canyon. He was also informed that P.G.E., after having finished their grading, would be very reluctant to place any crushed rock on the lower section of county road and then to have it contaminated or even destroyed by "side cast" material from our FAS contract on the upper section.

After discussing the matter the following solution to the problem was worked out:

(1) P.G.E. will finish their reconstruction of the lower section of county road but will not place any crushed material on that portion (approximately 4,000 feet) which will lie under the upper section to be contracted as an FAS project.

(2) An item will be placed in the FAS contract which will provide that the contractor, as part of his grading operations, will be required to clear the lower section of county road of any material deposited thereon as a result of his work on the upper section and will also be required to place the lower section in the same condition as constructed by P.G.E.

(3) After all grading is completed and the lower road placed in a satisfactory condition, Jefferson County, with its own forces will haul and place approximately 2,000 yards of crushed material, furnished in stockpile by P.G.E., from the northerly end of the FAS project and then extending southerly approximately 4,000 feet.

Judge Dussault verified this plan of operation by means of a telephonic approval by a P.G.E. representative at the time this conference was being held.

Robert H. Prange
Robert H. Prange
County & City Relations Field Engineer

RHP:mm

cc: Hon. H. A. Dussault
Mr. L. H. Warfield
Alvin Olson 5/10/62

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

TED
R. JONES

3 5 . 62

NOT
S. C

N D. GR

LOCATION PROSPECTUS
COVE-FEATHER LANE SECTION
FAS 660, GRANDVIEW LOOP COUNTY ROAD
JEFFERSON COUNTY

NOTED
DON HARWELL

NOTED
R. H. PRANGE

The following prospectus is submitted concerning the above-mentioned section of Grandview Loop County Road (FAS 660) which is on the Federal-aid Secondary System. The westerly terminus is at the foot of Cove Grade at a connection with work under way by the Portland General Electric Company. The easterly terminus is at the junction with Feather Lane, approximately 2.0 miles southwesterly of Metolius. The overall length of the project is 2.6 miles.

This will be a location survey to prepare plans, specifications and estimates for grading and surfacing on existing alignment. There are no towns to go through or bypass.

The general route follows the existing county road improving the access to the Round Butte Power Project and joining the highway work under way by the Portland General Electric Company.

A rough reconnaissance was run by Mr. W. H. Tebeau; however, his lines are not applicable to the present project. Soils investigations will be conducted to determine depth of surfacing. There are no special drainage problems anticipated. An economic analysis is not needed at this time.

The existing 1960 ADT is 60 and the projected 1980 ADT using a 1.6 factor is 100. Traffic and alignment warrant a Class "E" highway with maximum grade and curvature of 6 per cent and 18 degrees respectively. Deviations from State and Federal standards are anticipated in the necessity for 7.5 per cent grades, and curves with substandard spirals. The typical section will consist of two 10-foot travel lanes with 4-foot shoulders. Shoulders will be treated with an oil mat. Provisions will not be made for climbing lanes.

The rise and fall and central angle data will closely approximate the existing facility.

This will be a two-lane county road with no control of access. There are no interchanges, railroad crossings or stream crossings.

The tentative base design for construction is:

3/5/62

Surfacing	1 1/4"	Oil Mat
Top Course base	2 "	Level
Bottom Course Base	12 "	Coarse Base
Total Depth	15 1/4"	

(Base design is subject to change upon completion of soils investigation.)

Materials for surfacing are available from a State-owned quarry adjacent to the project with no haul roads necessary.

Agreements will be necessary with Jefferson County.

There are no State parks or roadside rest areas affected; however, a boat launching ramp and picnic area is anticipated near the west end of the project.

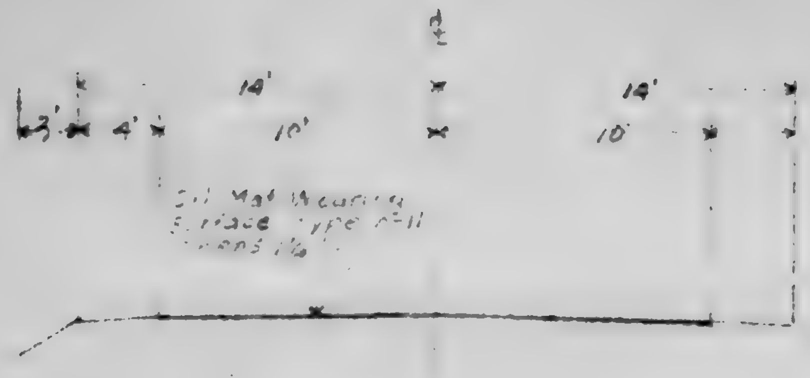
March 5, 1962

Attachment

cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
Dean Swift (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
C. G. Polk
Fred Sugnet
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
MAR - 7 1962
ENGINEER
COUNTY & CITY RELATIONS

TYPICAL SECTION



STATE OF

STATE HIGHWAY

PLANS FOR PROPOS

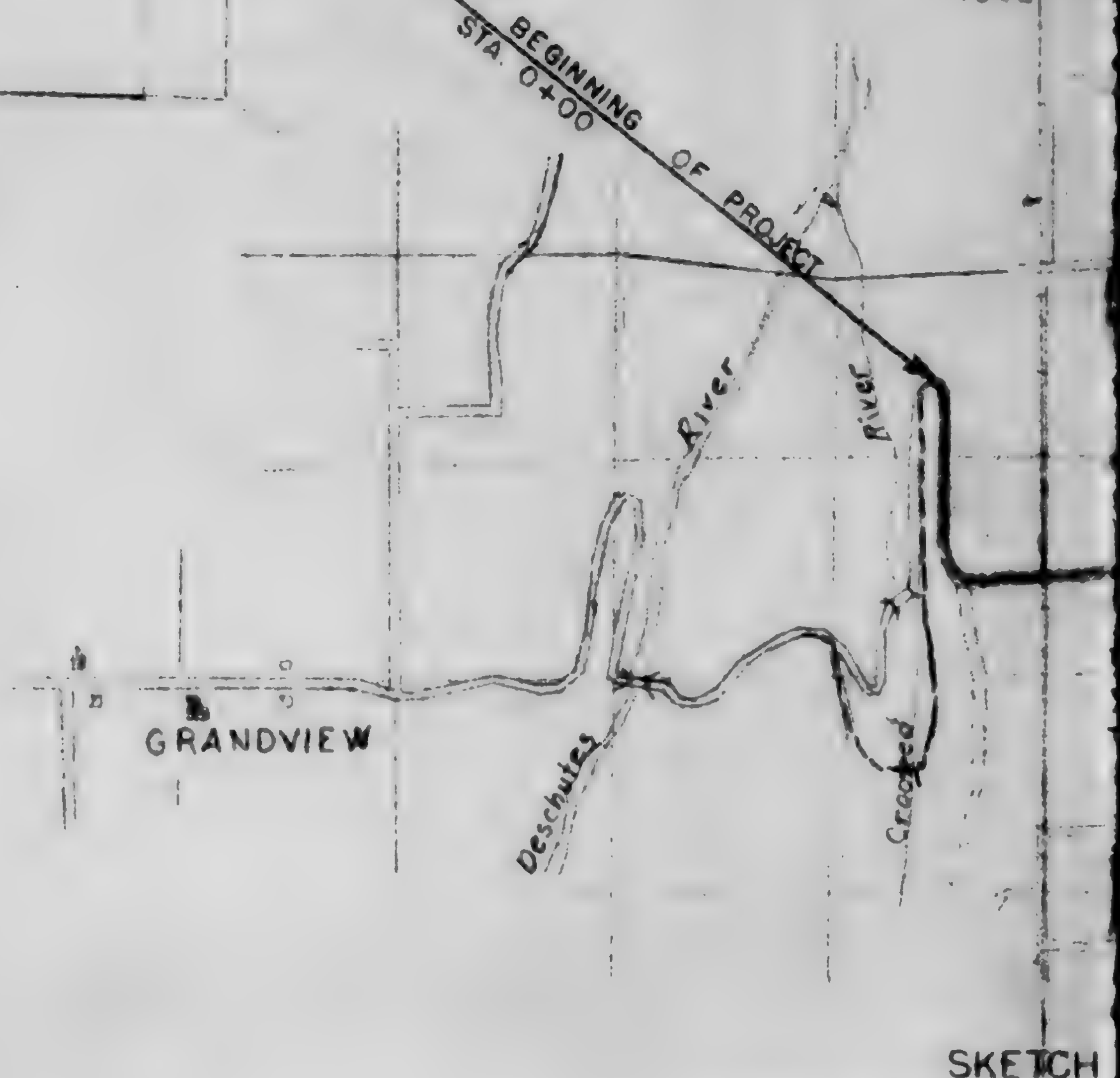
SURVEY

COVE-FEATHER L

FAS 660 JEF COUN

JEFFERSON COUNTY

1962



SKETCH

SCALE:

COVE-FEATHER LANE SECT. FAS 660 RD. JEFFERSON COUNTY				SHEET NO.
Fed. Road Div. No.	STATE	Project No.	Fiscal Year	1.
8	OREGON			

OF OREGON

WAY DEPARTMENT

OPOSED PROJECT

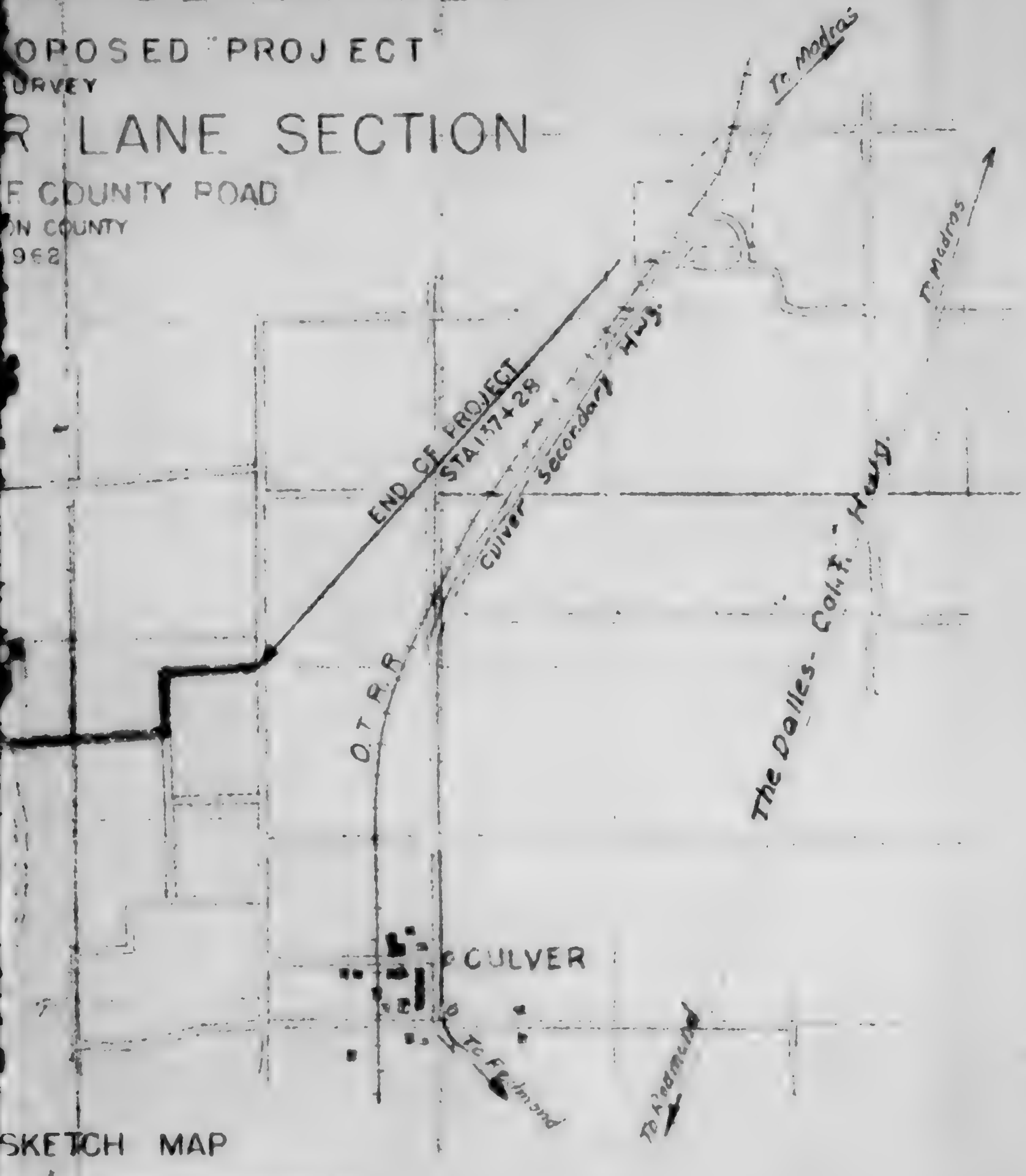
URVEY

R LANE SECTION

E COUNTY ROAD

ON COUNTY

962



2.19.62

PROPOSED FAS PROJECT
JEFFERSON COUNTY (1963 Funds)

FAS 660, Cove-Feather Lane Section; grade, surface, and oil; 2.6 miles; $152,000.

The proposed project begins at the foot of the Cove grade at a connection with the work under construction by the Portland General Electric Company and extends easterly to Feather Lane at a point two miles southwest of Metolius. The construction will follow the existing route and the improvement will provide for an O-11 oil wearing surface 20' wide with 4' shoulders.

62-b
2/19/62

approved 3/2/62

3/11/62

COUNTY ROAD FAS PROJECT DATA

1. Name of County Jefferson FAS No. 66D Extension

2. County Road Name Grandview- Cove Grade

3. Section Name ____ Length ____

4. Type of Project ____

5. Survey to be done by: State X County ____
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes ____ No X

Will it be furnished? Yes X No ____

7. Wearing Surface: Type Oil Mat Width 20' Shoulders 4'

8. Grading & Drainage:

By County ____ County Date of Completion ____ By Contract X

9. Bottom Base Course:

By County ____ County Date of Completion ____ By Contract X

10. Leveling Course:

By County ____ County Date of Completion ____ By Contract X

11. Wearing Surface:

By County ____ County Date of Completion ____ By Contract X

12. Clearing:

By County ____ County Date of Completion ____ By Contract X

13. Is there any merchantable timber on right-of-way? Yes ____ No X

14. Will timber be reserved for owner? Yes ____ No X

15. Will timber become property of contractor? Yes ____ No X

Remarks ____

MATERIAL SOURCE -

16. Gravel ____ Quarry X Cinders ____

17. Owner: County ____ State X Private ____

18. Location: ____ Section ____ Township ____ Range ____ W.M.

19. Materials furnished by County: Borrow____ Select Topping____

Base Course____ Level Course____ Mineral Aggregates____

20. Miscellaneous Items: ____

Remarks: ____

FINANCIAL- -

21. Estimated Cost: $____

22. Available FAS Funds: $ 150,000.00

23. Date Match Money is Available: January, 1962

24. Will there be any 100% County Money? Yes____ No X

25. Maximum Amount of 100% County Money Available: $ None

26. Date County Requests Letting: As soon as possible

Remarks-Contractors working on other projects in the area at present time

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes X No____

28. Will right-of-way be acquired by: Resolution____ or Deed X

29. Should State prepare options? Yes X No____

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No X No Deeds or Options required

31. Should material source site be included in right-of-way descriptions?

Yes____ No X

32. Does project run inside city? Yes____ No X
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. Projects may only extend into cities with less than 5000 population.)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes X No____
(NOTE: County must move all utilities located on present right-of-way.)

Remarks All State owned land-Parks Dept. or U S Government

RAILROADS- - - None -

34. Location: ____________________

35. Name of Railroad: ____________________

36. Number of tracks: ________

37. Sight distance: ________(Left) ________(Right)

38. Number of trains ____________

39. Angle of intersection ____________

40. Type of crossing: Grade____ Overcrossing____ Undercrossing____

41. Number of signs: Advance Warning_____ Crossbucks_____ Stop_____

Automatic Flashing_____ Automatic Bell_____ Gates_____

Remarks ____________________

STRUCTURES- - - None -

42. Are there any structures to be replaced or altered? Yes____ No____

43. Will replacement by by: County________ Contract________
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes____ No____

45. Will County adjust structure to additional width? Yes____ No____

46. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks ____________________

____

47. Is project contingent upon other factors? Yes____ No X

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain: ____________________

____

____

____

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: ____________________

50. (c) Surveys (Coordination with outside surveys)

Explain: ____________________

JEFFERSON County

Date February 7, 1962

By ____________________
County Judge

By ____________________
County Engineer

____
O.S.H.D. Field Engineer

S-338(3) Central Pt.-Ross Lane Sec., 1962
FAS 274, (Grading & Paving)
#6146

C&B
2529

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-22-63	[illegible]		51[illegible]-1[illegible]7-097

INVOICE NUMBER

79485

Jackson County
Court House
Medford, Oregon
Att: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final [illegible] Central Point-Ross Lane Section, [illegible]. Covered by agreement dated [illegible], 1962.			
Original county advance deposit Less amount previously transferred		33,[illegible].00 24,[illegible].95	
			[illegible],95[illegible].05
County's share as per attached statement Less amount previously transferred		30,[illegible].57 24,[illegible].95	
			5,[illegible].62
[illegible]			

NOTED
DON HARWELL

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

RECEIVED
AUG 23 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

A 150 (REVISED 7-60)

RECEIVED
JAN 18 1963
FOR FILING

6146

January 17, 1963

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

On December 18, 1962, you were notified of the release of final payment on Contract No. 6146, awarded to Peter Kiewit Sons' Co., for grading and paving the Central Point-Ross Lane Section of FAS Route #274 in Jackson County.

Final payment on this contract is $7,438.63 and the total contract amount is $151,340.69, including $700.27 for work performed under force account.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Peter Kiewit Sons' Co.
711 E. Main
Medford, Oregon

Mr. C. H. Maison
fp

NOTED ON CARD
fp

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 14, 1962

Section Central Point-Ross Lane

Kind of work Grading Paving

Highway FAS Route 274 County Jackson

Section prefix 515-1097

Contractor Peter Kiewit Sons' Co.

Contract number 6146

Date of contract July 9, 1962

Specified work days 55 (time ex.) 70

Date work started July 20, 1962

Work days used 65

Project authorization $ 168,607.13

Exclusive of engineering $ 156,617.29

Per cent of time elapsed 93 %

Estimated cost of completed project, exclusive of engineering $ 151,340.58

Estimated per cent or underrun exclusive of engineering 3.37 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 11,989.84

Engineering cost to date $ 13,166.62, 109.8 %

Date project was completed November 2, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%	100%	100%	100%	100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

SEMI-FINAL ESTIMATE sent to Division Engineer's office December 14, 1962.

FINAL REPORT.

NOTED
R. L. PORTER

DEC 17 1962

NOTED
JOHN R. OAKES

Signed H H Robertson

Address P.O.Box 1106: Medford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.16	2.16			2.16
Miles partially completed	0	0			0
Miles completed	2.16	2.16			2.16
Total estimated quantities (contract)	10,540 CY	31,900 T			6,900 T
Total quantities corrected to date	8,689 CY	33,744 T			6,557 T
Estimated quantities moved or placed to date	8,689 CY	33,744 T			6,557 T
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time	Completed	Completed			Completed
Number shifts per day	0	0			0
Hours per shift	0	0			0
Average force on project for week	0	0			0

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fog		
Tuesday	Fog		
Wednesday	Overcast		
Thursday	Overcast		
Friday	Overcast		
Saturday			

RECEIVED
DEC 17 1962
FOR FILING
6146

December 14, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed November 2 on Contract 6146. The contract was with Peter Kiewit Sons' Co. and was for grading and paving on the Central Point-Ross Lane Section of FAS Route 274 in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 14, 1962, and that you concur in this procedure at the Commission meeting December 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

G. S. Paxson
Acting State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

RLP:ajw bbc

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
R. JONES

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

December 7, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

NOTED
R. H. PRANGE

FAS 274, Jackson County

Dear Mr. Parsons:

Reference is made to correspondence to Forrest Cooper by M. E. Martin covering the Oregon Federal-aid Secondary Program. In his letter of June 5, 1962, Mr. Martin gave approval of Project S-338(3), Central Point-Ross Lane Section of FAS 274, under the condition that adequate protection be provided for a railroad grade crossing in close proximity to, but beyond, the easterly terminus of the project in Central Point.

This is to advise that a Special City Allotment project has been approved by the Highway Commission to reconstruct the remaining portion of FAS 274 in Central Point from the easterly end of Project S-338(3) to the old Pacific Highway (FAP 3), and to install automatic signals with drop arms at the above-mentioned railroad crossing. The street is presently posted for a 25 m.p.h. speed zone and the crossing is protected by cross bucks and stop signs as shown in the attached photographs.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

RHP:mm
Att.

cc: F. D. Morgan
L. H. Young

CENTRAL POINT
PINE STREET (FAS-274)
June 20, 1962

From approximate easterly terminus of Project S-338(3) looking east to S.P. grade X'ing.

S.P. grade X'ing showing cross bucks and stop signs.

NOTED
R. H. PRANGE

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

June 5, 1962

08-35.32 C. G. Polk, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

Oregon Federal-aid Secondary Program

469-2141

The projects listed as Items 788 to 796, inclusive, proposed as additions to the subject program in Mr. Young's May 25, 1962 letter, are approved effective June 5, 1962.

This approval covers nine projects involving construction phases only on 13.26 miles of roadway and bridges at a total estimated cost of $2,080,000. Available Federal-aid Secondary Funds have been reserved for these projects in the amount of $1,212,000. The unprogramed balance of FAS funds is now $1,198,337 and your reimbursable obligation balance is $7,869,938, according to our records of this date.

The projects included in this approval are listed as follows:

Item	Project	Location	Proposed Work
788	S-493(1)	Butte Creek Bridge	Structure
789	S-358(2)	Butte Creek (Monitor)	Structure
790	S-338(3)	Central Point-Ross Lane Section	Grade, Pave
791	S-494(1)	Cove-Feather Lane Section	Grade, Pave
792	S-359(2)	Depot Slough Bridge	Structure
793	S-492(1)	Abiqua Creek Bridge	Structure
794	S-495(1)	McTimmond's Roads-Maple Grove Section	Grade, Surface
795	S-491(1)	Stanfield-Echo Section	Grade, Pave, Str.
796	S-469(2)	Salmon R.-Hwy. Jct.-McMinnville Jct.	Grade, Pave, Str.

You are hereby authorized to take all actions necessary to advance the construction phase of the above projects to completion in accordance with the provisions of the approved Secondary Road Plan for this State. If you subsequently find that exceptions to the procedures or minimum design standards will be required on these projects, this office should be advised of the proposed exceptions and the reasons therefor.

Items 788, 789, 792 and 793 call for construction of bridge structures only. Approval of these projects is given with the understanding that adequate approaches will be provided with or without Federal participation.

(more)

Item 790 provides for reconstruction of a section of FAS Route 274 from Central Point southwesterly on the existing alignment. The exception to the minimum design standards in regard to curvature as noted on the back of Form PR-1 for Project S-338(3) is considered to be justifiable. You note that a public hearing is not involved in connection with this project. We concur with this statement under the condition that the portion of the project within Central Point involves widening within the existing right-of-way, that the abutting real property is not adversely affected, and that the layout or function of connecting roads or streets is not changed. We note that there is a railroad grade crossing in close proximity to, but beyond, the terminus of this project. The railroad crossing data furnished does not indicate whether or not more than one train may occupy this multiple crossing at one time. In view of the total number of train movements this possibility appears quite likely. This feature, together with the high priority ranking (16/339) of this crossing, makes additional protection desirable. Approval of Project S-338(3) is given under the condition that adequate protection be provided for this crossing with or without Federal Funds.

30'

Stop signs presently placed at R.R Crossing

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NOV 30 1962
FOR FILING

6146

November 2, 1962

Peter Kiewit Sons' Company
711 E. Main
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 1, 1962, discussed with the Engineer your request for an extension of time on Contract No. 6146. You requested 17 additional workdays within which to complete the grading and paving of the Central Point-Ross Lane Section on the FAS Route No. 274 in Jackson County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 15 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: L. R. Chandler
W. E. Robertson
F. D. Morgan
Bureau of Public Roads
L. M. Young
C. M. Maison

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OCT 24 1962
FOR FIL

6146

October 23, 1962

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 7
November 1 Meeting

Peter Kiewit Sons' Company, contractor on the Central Point-Ross Lane Section, FAS Route 274 in Jackson County, (Contract No. 6146) requests an additional 17 days in which to complete the project without the assessment of liquidated damages. This would increase the number of workdays from 55 to 72.

After the award of the contract, Jackson County requested a change in a box culvert design. Fifteen days were required to prepare revised plans, obtain approval, and furnish the contractor with proper drawings. Two days were required to install additional pipe on the contract which were above the quantities called for in the plans; however, these two days ran simultaneously in the 15-day time required to change the culvert design.

It is recommended, therefore, that the contractor be granted a 15-day increase in time.

The matter will be on the agenda for your consideration at the November 1 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

RLP:ajw hlb

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NOV 30 1962
FOR FILING

6146

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6146 Contractor Peter Kiewit Sons' Co.

Highway XXXXXXX FAS Route 274

Section Central Point - Ross Lane

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend an increase of 15 days due to delay incurred by change in box culvert design.

11-1-62 Approved an extension of 15 workdays
Floyd Query

Recommended for Approval:

J. F. Rushman Asst
Division Engineer

W B Klabo
wra
Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No. 6146
Project designation S-338(3)
State-Federal
Date awarded July 9, 1962
Work started July 20, 1962
Per cent completed 46% September 24, 1962
Date
No. of Workdays Allowed 55
No. of Workdays Used XXXX 44
No. of Added Workdays Requested 17

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#7

Oregon State Highway Commission
Salem, Oregon

Date September 26, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 55 days to 72 days, within which to complete our Contract No. 6146, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as

The Jackson County Engineer desired to have the box culvert at Sta. 160 + 20 built at an angle 90° to the CL instead of the angle as shown on the plans. In order to build the box culvert at this angle it was necessary to close the road to any traffic throughout construction of this box culvert. On August 1, 1962, the Jackson County Court granted us permission to close the road to through-traffic. On August 21st. we received revised plans on the box culvert. For this delay we request an additional fifteen (15) days.

On August 8th. we signed Price Agreement No. 1 for the installation of 800 lin. ft. of 6-inch perf. metal drain pipe between Sta. 182 + 00 and 190 + 00. The installation of this pipe delayed our grading, gravelling and surfacing operations. We request a time extension of two (2) days due to this extra work.

By R. B. Miller

CONSENT OF SURETY

Date September 26, 1962

We, THE ÆTNA CASUALTY AND SURETY COMPANY

Hartford, Connecticut, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

W Paul Walker
W. Paul Walker Res. Asst. Secty.

Paul R. Ratliffe
Resident Ag

Carol Ginter
Carol Ginter, Resident Vice-President
(SEAL)

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

#7

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 26, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 55 days to 72 days, within which to complete our Contract No. 6146, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

Peter Kiewit Sons' Co.
Contractor

By R B Miller
R. B. Miller

CONSENT OF SURETY

Date September 26, 1962

We, THE ÆTNA CASUALTY AND SURETY COMPANY

Hartford, Connecticut, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

W Paul Walker
W. Paul Walker Res. Asst. Secty.

Paul R. Ratliffe
Resident A

Carol Ginter
Carol Ginter, Resident Vice-President
(SEAL)

FORM E-90 90M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1962

SUBJECT: Extension of Time
Central Pt.-Ross Lane Section
FAS Route 274
Contract No. 6146

To: Mr. R. L. Porter
Assistant State Highway Engineer

OFFICE

Attached is a Contractors Request for Increase in Number of Workdays to Complete Construction Project, submitted by Peter Kiewit Sons' Co., contractor on this project. The reason cited by the contractor to justify the requested 15-day increase is that the design of the box culvert was changed after the project was contracted.

Our records show that the skew angle of the box culvert was changed at the request of the County, and that there was a 15-day delay for approval of the revised plans. We, therefore, recommend that the 15-days be granted as requested. The two days requested due to additional pipe placement overlapped the 15-days delay on the box culvert, so the total delay was only 15-days.

This will increase the allowable workdays from 55 to 70. As of October 12, 1962, a total of 50-days have been charged. The project is being paved as weather allows, and probably will be completed within the 70-day time limit without assessment of liquidated damages.

This is a Secondary Project, and formal approval by the Bureau of Public Roads is not required. This has, however, been discussed with the Bureau of Public Roads and has the verbal concurrence of the Area Engineer. A rough draft to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh
Attachment

cc: L. H. Young

RECEIVED
OCT 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 6 1962
FOR FILING

6146

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 8 1 9	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	STATE Oregon
		COUNTY Jackson
PROJECT REPORT NO. - 74		PROJECT NO. S-338(3)

6146

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Central Point S.W. 22 Miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-5-62	2.156
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 164,860.00	$ 103,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

ASSISTANT State Highway Engineer
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~BY~~ A. W. Parsons
(Division Engineer)
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer July 27, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Federal-Aid Secondary
Project No. S-338(3)

Oregon State Highway Department

CENTRAL POINT-ROSS LANE SECTION
OF FAS ROUTE 274 IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 16, 1962

Type Code 6201
Roadway (Sta. 130+50 to Sta. 244+31.50)(Contract 6146)

Clearing and Grubbing	All	Required	$	$ 5,000.00
Drainage Excavation, Unclass.	110	cu.yd.	5.00	550.00
General Excavation, Unclass.	10,540	cu.yd.	0.65	6,851.00
Finishing Roadbed and Slopes	2.16	mile	1000.00	2,160.00
Scarifying Pavement	9,600	sq.yd.	0.10	960.00
18-inch Corrugated Metal Pipe	20	lin.ft.	6.00	120.00
12-inch Concrete Pipe	1,400	lin.ft.	3.25	4,550.00
18-inch Concrete Pipe	22	lin.ft.	6.00	132.00
24-inch Concrete Pipe	10	lin.ft.	8.00	80.00
Adjustment of Manholes	1	only	150.00	150.00
Class "A" Concrete	130	cu.yd.	67.50	8,775.00
Metal Reinforcement	19,000	lb.	0.15	2,850.00
Metal Guard Rail	320	lin.ft.	2.50	800.00
Loose Riprap	200	cu.yd.	7.50	1,500.00
Coarse Crushed Material in Base	24,000	ton	1.80	43,200.00
3/4" - 0 Material in Base	7,900	ton	1.90	15,010.00
Sprinkling	600	M-gal.	0.10	60.00
Preparation of Base	2.16	mile	500.00	1,080.00
3/4" - 0 Material in Binder Course	40	cu.yd.	5.00	200.00
RC-250 Asphalt	8	ton	65.00	520.00
Class "B" Asphaltic Concrete	6,900	ton	7.50	51,750.00
RS-1 Asphalt	5	ton	75.00	375.00
Extra for Paving Approaches	70	only	30.00	2,100.00
				$148,773.00

Flagging (57½% of Contractor's Cost)	All Required	$ 1,000.00
Signing		100.00
		$ 1,100.00

Subtotal	$149,873.00
10% Engr. & Cont.	14,987.00
Total	$164,860.00

Length of Roadway - - - - 2.156 Miles
Cost of Roadway Per Mile- $76,465.67

Federal Funds	$103,800.00
State Funds	30,530.00
County Funds	30,530.00
	$164,860.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JUL 23 1962
FOR FILING

6146

July 23, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Forces Work No. 1, Account No. 274 covering construction signing on the Central Point - Ross Lane Section of Route FAS-274 in Jackson County, Contract No. 6146, in connection with Federal-Aid Project No. S-336(3).

The State is better equipped to do the small amount of signing much more economically than the contractor could do it. Materials used are purchased on the open market through competitive bids.

The total estimated amount of the order is $100.00 with Federal participation of $60.00.

Your approval of the order on the basis of actual cost under the provisions of PPM 21-6.3 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

DBP:ra
Enc.

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25 1962
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JOSEPH W. SMITH, CHAIRMAN
KLAMATH FALLS
JOHN P. AMACHER, WINCHESTER
[illegible] BOWES, PORTLAND
TALLANT GREENOUGH, COQUILLE
MAX WILSON, JOSEPH

6146

614

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 4136
PORTLAND 8

July 20, 1962

State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

We have received a report from our regional office in Roseburg referring to the Jackson Creek culvert and a channel change. These are located on the Central Point-Ross Lane Section of FAS 274, Jackson County.

The proposed construction will cause no problem to the fishery resource, and the plans are approved as submitted. Thank you for the opportunity of reviewing the plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:sm

RECEIVED
JUL 23 1962
OREGON
STATE HIGHWAY COMMISSION

Copy to [illegible]
Frank [illegible]

Noted,
G. S. PAXSON

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

July 16, 1962

Jackson County Court
Courthouse
Medford, Oregon

Gentlemen:

This is to acknowledge receipt of your advance deposit of $33,800 on the Central Point-Ross Lane Section, FAS 274. Contract No. 6146 covering this project has been awarded to Peter Kewit and Sons Company.

A copy of the contract and a set of plans are enclosed. If additional copies of either are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-12-62	CC 768		Cr. 515-1097-297 $25,000.00 Dr. 515-1068-297 154.05

NOTED H. S. COX

INVOICE NUMBER 75183

NOTED DON HARWE

Jackson County
Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$33,800.00
Partial transfer of county advance deposit for the Central Point-Ross Lane Section, FAS 274.	$25,000.00		
Less amount of contribution originally taken on Emigrant Creek Bridge, Contract #5540 and subsequently credited to the Rush-Little Applegate River Section, Contract #5936	154.05		24,845.95
To be retained			$ 8,954.05

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with [illegible]
By ____________

A 150 (REVISED 7-60)

RECEIVED
JUL 12 1962
FOR FILING

6146

July 9, 1962

Peter Kiewit Sons' Co.
405 E. Main Street
Medford, Oregon

Gentlemen:

The State Highway Commission on June 20, 1962, accepted your proposal for grading and paving on Central Point-Ross Lane Section of FAS Route 274 in Jackson County for the sum of $141,773.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6146. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Pacific Builder & Engineer, Inc.
1945 Yale Place North
Seattle 2, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Daily Journal of Commerce
P. O. Box 932
Portland, Oregon
Attention: News Room

Frank Morgan
L. H. Young
R. G. Savage

NOTED
J. Mc C.

fkn

MISC. CONTRACTS and
AGREEMENTS No. 1

RECEIVED
AUG 3 1962
FOR FILING

6146

Salem, Oregon
July 3, 1962

Agenda Item 41-2
Cooperative Construction Agreement
Central Point-Ross Lane Section
FAS 274
Jackson County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a conformed copy of a cooperative construction agreement with Jackson County covering the Central Point-Ross Lane Section of FAS 274 in Jackson County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Jackson County.

Secretary

rn
Attach: 1

JACKSON COUNTY ENGINEER

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

NOTED
[illegible]

NOTED
R. H. PRANGE

July 2, 1962

Mr. H. S. Cox
County and City Relations Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. Cox:

Enclosed is Jackson County warrant in the amount of $33,800.00 as per Jackson County's agreement with the State of Oregon as the County's share of the cost of construction of the Central Point-Ross Lane Section of FAS 274.

Also enclosed are the certifications signed by the County Court of Jackson County in the matter of the rights-of-way and easements secured by the County for this project.

Your particular attention is called to the fact that Jackson County revised the descriptions for two parcels of the right-of-way for this project. One of the revised descriptions was to change the beginning station for the right-of-way from Ira O. Vincent et ux and M. E. and E. A. Corcoran Contract Purchasers from Station 159+80 to 160+00. This change in stationing shortens the right-of-way taken at this location by 20 feet on the northeasterly end. The other revised description was to change the description of the property acquired from Bruce L. Norris and Billie S. Norris by revising the ending station of this property to Station 160+39.41 rather than 160+59.41 as was requested for this location. This change has the effect of shortening the right-of-way from Bruce L. Norris and Billie S. Norris by 20 feet on the southwesterly end.

Aside from the above two changes, the right-of-way was secured as requested by the State.

RECEIVED
JUL 9 1962
ENGINEER
COUNTY & CITY RELATIONS

It is my feeling that the shortening of these two pieces of right-of-way will not materially affect the construction of the box culvert at this location.

Certificates as signed by the County Court and applying to the above matter are so signed with the County Court being aware of the changes as described above.

Very truly yours,

Robert J Carstensen

Robert J. Carstensen
County Engineer

RJC:op

Enclosures

cc: Jackson County Court

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. S-338(3)

Highway No. FAS 274

Name of Project Central Point - Ross Lane

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Medford, Oregon, this 6 day of July, 1964

Jackson County Court

Earl M. Miller
Judge

Commissioner

E. H. Taylor
Commissioner

NOTED
R. JONES

NOTED
Harold C. Ayer

NOTED
H. S. COX

June 30, 1962

NOTED
DON HARWELL

Jackson County Court
Courthouse
Medford, Oregon

NOTED
R. H. PRANGE

Gentlemen:

On June 27, a satisfactory bid was received from Peter Kiewit Sons' Co. of Medford for construction of the Central Point-Ross Lane Section of FAS 274. As per the agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items	$148,773.00
Flagging	1,000.00
Signing	100.00
Engineering & Contingencies	18,734.13
Estimated Total Cost. . .	$168,607.13

County Advance Deposit
20% of $168,607.13 = $33,721.43 -- or say $33,800

Please make this deposit by means of a check or warrant in the amount of $33,800 made payable to the Oregon State Highway Commission, forwarding same to this office. When the deposit is received, along with the signed right-of-way certifications, a contract can be awarded for this project.

Two bids were received on this project ranging from $148,773 to $154,995.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By: V. R. Jones
Planning Engineer

VRJ:mm

cc: Robert J. Carstensen

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

June 18, 1962

Mr. Robert Carstensen
Jackson County Engineer
Courthouse
Medford, Oregon

FAS 274
Central Point-Ross Lane Section

Dear Mr. Carstensen:

Attached you will find four original option forms in triplicate covering right-of-way to be acquired in connection with the Central Point-Ross Lane Section of the Hanley County Road in Jackson County.

Please return a signed or conformed copy of each option to this office so that we may inform the engineers of the conditions, if any, on each transaction.

Also attached are three prints of Map No. 1R-3-1335 covering this area and bearing our date of June 11, 1962.

File No.	Name	Area
34724-A	Ira O. Vincent, et al	0.02 acre, Parcel 1
		0.03 " , " 2
34724-B	Bruce L. Norris, et ux	0.04 " , " 1
		0.28 " , " 2
34724-C	H. E. Webb, et ux	0.01 " , " 1
		0.03 " , " 2
34724-E	Joe W. Johnson, et ux	0.25 "

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Att.

RECEIVED
JUN 14 1962
FOR FILING

338(3)

6146

June 14, 1962

Oregon State Game Commission
Post Office Box 4136
Portland 8, Oregon

Gentlemen:

Re: Central Point-Ross Lane Section
FAS 274
Jackson County

I enclose two prints from Sheet No. 4 of the plans for the above-captioned section. This is a county road which we are improving with Federal-aid funds. It involves the construction of a 12' x 12' box culvert under the road at a point just west of the west city limits of Central Point. Approximately 300 feet above the Jackson Creek culvert is a change. The grade of the culvert is -0.8 per cent and the grade of the channel change is -1.5 per cent. The section of the channel change is shown on the plan.

It would be appreciated if you would examine this plan and advise as to its adequacy for passage of fish.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
enc.
bc Mr. Forrest Cooper

FORM E-30 50M 6-61 36881

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

SUBJECT: Preliminary Plans

☒ Culverts

☒ Channel Changes

To:

Mr. G. S. Paxson
Deputy State Highway Engineer
Salem, Oregon

The following preliminary plans are transmitted herewith for your review with the Fish Commission of Oregon and the Oregon State Game Commission prior to contracting.

Bids are to be received on June 27, 1962

Central Point-Ross Lane Section

FAS 274 Highway Jackson County

Sheet No.	Stream Name	Station	Culvert Size Or Channel Change
4	Jackson Cr.	160+20	12' x 12' R.C.B.C.
"	" "	163-165	Channel Change

Frank L. Hall
Chief Designer

By: Wm H Sample

NOTED
G. S. PAXSON

FORM E-30X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
June 7, 1962

SUBJECT: Midway - Ross Lane Section
Hanley County Road
Jackson County

NOTED
H. S. COX

To: Mr. W. T. Wright
Right of Way Engineer
Office

NOTED
DON HARWELL

NOTED
R. H. FRANCE

Attached are descriptions and an authorization for the subject section.

No public hearing or survey approval is required and the County is to acquire the right of way.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Const. Engineer

Attach.

FOS:lw

cc: Mr. H. S. Cox ✓

RECEIVED
JUN 8 - 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

NOTED
H. S. COX

June 7, 1962

Jackson County Court
Courthouse
Medford, Oregon

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
[illegible]

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Central Point-Ross Lane Section of FAS 274.

The set of plans and specifications is for your information and records.

The agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of the project, including engineering and contingencies, is $177,085; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could be returned not later than June 20.

It is presently planned to accept bids for this project on June 27.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

NOTED
[illegible]

MEMO TO J. W. NASH Date: May 9, 1962

FAS 274, JACKSON COUNTY

TERMINI: From Ross Lane southwest of Central Point northeasterly to Taylor Road in Central Point. Taylor Road-Ross Lane Section

NOTED
R. H. PRANGE

PROPOSED WORK: Grade, base surface, and construct a 2-lane asphaltic concrete pavement. Construct a double 12'X12' reinforced concrete box culvert 80' long.

NOTED
DON HARWELL

PROJECT LENGTH: 2.16 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$160,000	$96,000	$32,000	$32,000	(County)

[illegible]

EXISTING FACILITIES: 18' bituminous surface, 28' roadway. Surfacing has inadequate width for volume of traffic. A bridge 25' wide and 32' long over Jackson Creek will be replaced with a double 12'X12' reinforced concrete box culvert.

NOTED
H. S. COX

ADJACENT SECTIONS:
[redacted]/EAST END: 20' bituminous surface and 8' shoulders.

[redacted]/WEST END: 20' bituminous surface and 4' shoulders.

PROJECT DATA: Construct an asphaltic concrete pavement 22' wide with shoulders of variable widths from 4' to 8' and place base surfacing to a depth of 14" on widened areas. The construction will follow existing alignment of FAS 274.

RIGHT OF WAY: Minimum 60'.
ACCESS CONTROL: None required.

RR XING: None.
MINIMUM DESIGN STANDARDS: There is a 22° curve at stations 160+59 to 162+91. Due to intensive buildup on this suburban area it is impractical to change existing alignment. Moving the routing of the road would remove the service for the present residences adjacent to existing route.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: See S-338(1).

Salem, Oregon
May 4, 1962

NOTED
H. S. COX

Mr. J. E. Morelock
OFFICE

Central Point-Midway and
Taylor Road-Ross Lane Sections
FAS 274, Jackson County

NOTED
R. H. PRANGE

NOTED
DON HARWELL

The survey data for the above section has been examined and found to be consistent with the project requested by Jackson County and approved by the Highway Commission; however, the County has requested by a letter signed by the County Court that the Central Point-Midway Section be omitted from the contract as it is not possible for them to secure required right-of-way. The existing bridge over Jackson Creek will be replaced with a double 12' X 12' reinforced concrete box culvert.

V. R. Jones
County & City Relations Planning Engineer

VRJ:mm

JACKSON COUNTY COURT

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

RECEIVED
MAY - 3 1962
ENGINEER
COUNTY & CITY RELATIONS

April 27, 1962

NOTED
H. S. COX

NOTED
DON HARWELL

Mr. H. S. Cox
County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cox:

Jackson County has experienced difficulty in securing rights-of-way for the improvement of a substandard curve on the Midway-Central Point Interchange Unit of the Midway-Ross Lane project on FAS 274, as this property is involved in a pending sale making it impossible to secure the required right-of-way in time for the scheduled letting on June 27, 1962.

It is, therefore, desired by the Jackson County Court to cancel any scheduled work on this easterly unit because of the above-mentioned negotiations.

However, contracting the Ross Lane-Taylor Road Unit is desired, and we hope that it can go ahead as scheduled for June 29 of this year.

Very truly yours,

JACKSON COUNTY COURT

By Earl M. Miller
County Judge

By Chester H. Shuck
County Commissioner

By E. H. Taylor
County Commissioner

Copy to Morelock
Hall
O'Neil

op

NOTED
Harold C. Ayers

NOTED
H. S. COX

Salem, Oregon
October 18, 1961

Midway-Central Point Interchange
Taylor Road-Ross Lane
FAS 274, Jackson County

Mr. Frank Morgan, Division Engineer
Oregon State Highway Department
P. O. Box 551
Roseburg, Oregon

Attention: Mr. Bruce Taylor

NOTED
V. R. JONES

In reply to your communication of 10/17/61, the above project was submitted for approval (letter 3/27/61) and at that time it was planned to present it at the Highway Commission meeting of April 14, 1961; however, it was decided to postpone this submission until additional FAS funds became available. It will now be presented to the Highway Commission at their December 8 meeting.

V. R. Jones
County & City Relations Field Engineer

NOTED
DON HARWELL

VRJ:mm

cc: Tom Edwards
J. E. Morelock
G. L. Decker

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

JACKSON COUNTY
PROPOSED PROJECT

FAS 274, Crater Lake Highway-Jacksonville Road:

~~Midway-Central Point Interchange Section, 1.2 miles~~
Taylor Road-Ross Lane Section, 2.1 miles

Grade, asphaltic concrete paving, and structure, $210,000.

The proposed project is for grading and paving two sections, one of which extends easterly from Central Point and the other extending westerly. The asphaltic concrete pavement is to be 22' in width and shoulders are to be 8' wide or to widths which can be constructed within the existing right-of-way limits. The existing timber span bridge 0.5 mile west of Central Point over Jackson Creek is to be replaced with a structure having a width of 26'. In order that the closure period on the road can be held to a minimum time during construction of the bridge, the County has suggested a structure using precast beams placed on the existing concrete abutments. The contract is to include removal of the existing bridge and salvage of materials will not be required. The County requests that the contract be let early in the spring of 1962 so that work could be completed by the fall of 1962.

61-g
[redacted]
5/16/61
(Supersedes 61-c dated 3/23/61)

Hwy. Comm. approved 12/8/61

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

[illegible]
[illegible] RELATIONS

NOTED
V. R. JONES

NOTED
R. H. PRANGE

LOCATION PROSPECTUS
MIDWAY-ROSS LANE SECTION
FAS 274
JACKSON COUNTY

The following prospectus is submitted concerning the above-mentioned section of County Road FAS 274, which is on the Federal Aid Secondary System. The northerly terminus is at the intersection of FAS 274 and Table Rock Road, approximately one mile northeasterly of the Central Point Interchange. The southerly terminus is at the intersection of FAS 274 and Ross Lane, which is approximately two miles southwesterly of the town of Central Point. There will be no work performed between the east side of the Central Point Interchange and Haskell Street in Central Point. The total combined length of the two sections is 3.3 miles.

This will be a location survey to prepare plans, specifications, and estimates for grading and paving of two sections on existing alignment. The town of Central Point is located between the two sections proposed for construction.

The general route follows the existing alignment with minor changes in curvature and grade. Reconnaissance is not necessary. Soils investigations will be conducted. Special drainage studies will be made where required, and in particular, to provide for adequate waterway for the structure over Jackson Creek. An economic analysis is not needed at this time.

The existing 1959 ADT westerly and easterly of Central Point is 880 and 1,850 respectively. The projected 1979 ADT westerly and easterly of Central Point is 1,760 and 3,700 respectively. Traffic and the condition of the existing facility warrants a two-lane highway with a typical section consisting of two 11-foot lanes with variable 4 to 8-foot shoulders. The 4-foot shoulder is to be used only where existing right of way does not permit a wider shoulder. Deviations from State and Federal Standards are anticipated.

This will be a two-lane county road with no control of access. There are no interchanges or railroad crossings. The existing timber span bridge 0.5 mile west of Central Point over Jackson Creek will be replaced with a structure having a horizontal clearance of 26 feet. To obtain minimum closure time, the county suggests using precast beams placed on existing concrete abutments. Removal of the existing bridge, without salvage, will be included in this contract. The existing reinforced concrete structure over Bear Creek, built in 1952, has an H.C. of 26 feet - sidewalks on both sides.

The approved base design by G. L. Decker is:

Paving	3½"
Top Course, Base	2 "
Bottom Course, Base	12½"
Total	18 "

Materials are available from local commercial or county sources.

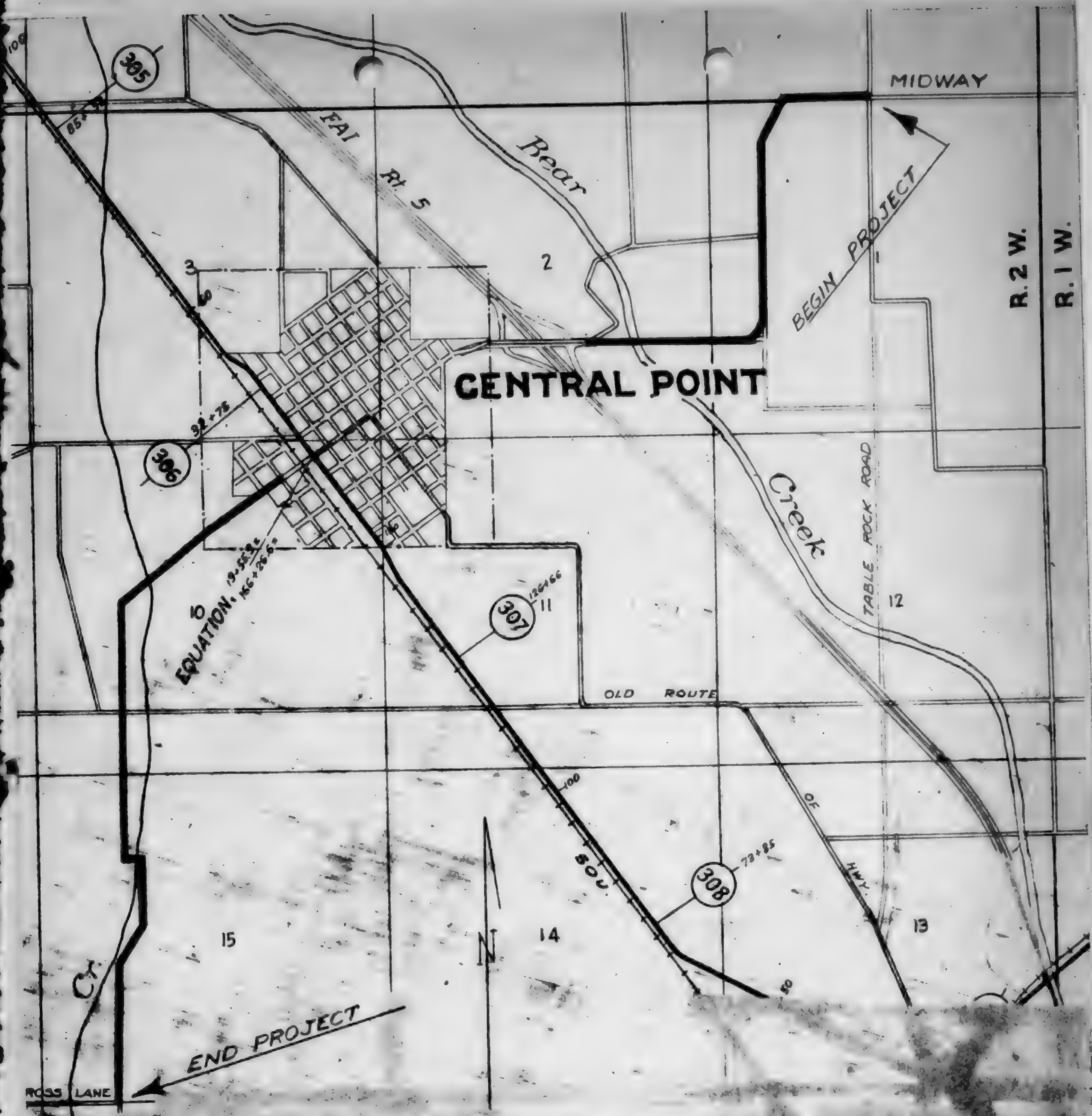
Agreements with the incorporated city of Central Point and Jackson County will be necessary.

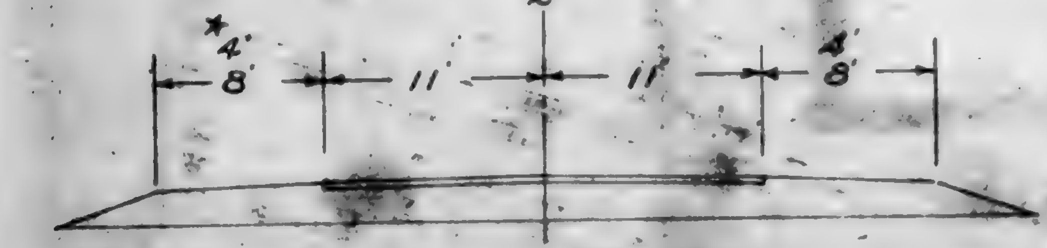
There are no State parks or roadside rest areas affected by this project.

June 5, 1961

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
F. D. Morgan (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson ✓
Walter T. Wright (2)





TYPICAL SECTION

*USE 4' SHOULDER IN LIMITED R/W AREAS

PROSPECTUS MAP
MIDWAY – ROSS LANE
FAS 274
JACKSON COUNTY
Scale 1" = 2000'
1961

106-1608 Tenth St.-Seventh St. Sec., 1962
Empire-Coos Bay Hwy. in Coos
#6147 Bay, Traffic signals on Central Ave.

RECEIVED
NOV 27 1962
FOR FILING

[illegible]

6147

November 27, 1962

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On November 19, 1962, you were notified of the release of final payment on Contract No. 6147, awarded to Madson & Stokes, Electrical Contractors, for traffic signal installation on 10th Street-7th Street in Coos Bay, on the Empire-Coos Bay Secondary Highway in Coos County.

Final payment on this contract is $844.55 and the total contract amount is $8,890.00. No work was performed under force account.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Fred L. York Insurance
1200 High Street
Eugene, Oregon

Madson & Stokes, Electrical Contractors
526 S. E. Lane
Roseburg, Oregon

Mr. C. H. Maison

fp

RECEIVED
NOV 20 1962
FOR FILING

November 16, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed November 13 on Contract 6147. The contract was with Madsen & Stokes, Electrical Contractors, and was for the installation of traffic signals in Coos Bay on the Empire-Coos Bay Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 13, 1962, and that you concur in this procedure at the Commission meeting on November 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. E. Young
C. N. Maison

PMS:er

RECEIVED
OCT 8 1962

FOR FILING

6147

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
September 26, 1962

SUBJECT: Traffic Signal Installation
7th & 10th at Central Avenue
Coos Bay

To:
MEMO TO FILE

This is to advise the file that on September 25, 1962, Mr. J. W. Barham, City Manager, Coos Bay, was advised that the traffic signals at the above mentioned intersections would be installed and operating on or about the 5th of October, 1962. This information was transmitted to Mr. Barham at his request via a telephone conversation to Mr. Edwards.

The contractor on this project indicated that all material would be on hand in time to meet the above mentioned date and that it was his intention to return to work on October 1, 1962, with approximately five days being required for completion of the work. Mr. Barham was advised of these details. He was further advised that the reason for the apparent delay in construction involved material delivery and the fact that a specified 28-day strength had to be obtained in the concrete footings before a strain was placed on the material.

L. E. George

L. E. George
Traffic Operations Engineer

LEG:am
cc: Tom Edwards
L. R. Chandler
G. L. Clark

NOTED
TOM EDWARDS

RECEIVED
SEP 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

SEP 26 1962
OFFICE
STATE HIGHWAY ENGINEER

NOTED
J. AL HEAD

RECEIVED
SEP 21 1962
FORM E-20X—20M—5-62 41969

FOR FILING

6147

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1962

SUBJECT: Coos Bay Traffic Signals
Contract No. 6147

To: D. B. Parkes
Contract Payments

OFFICE

Madson & Stokes, Electrical Contractors started work on the Coos Bay, Tenth St.-Seventh St. Traffic Signal Installation on Empire-Coos Bay Highway in Coos County, Contract No. 6147, on August 23, 1962.

Ivan D. Merchant
Bridge Engineer

By ORIGINAL SIGNED
T. C. ROAKE
T. C. Roake
Asst. Bridge Engineer

dl

cc: Floyd Query

RECEIVED
JUL 13 1962
FOR FILING

6147

July 12, 1962

Madson & Stokes
526 S. E. Lane Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on June 29, 1962, accepted your proposal for traffic signal installation on Central Avenue on the Tenth Street-Seventh Street Section, Empire-Coos Bay Highway in Coos Bay in Coos County for the sum of $8,890.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6147. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Pacific Builder & Engineer, Inc.
1945 Yale Place North
Seattle 2, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Daily Journal of Commerce
P. O. Box 932
Portland, Oregon
Attention: News Room

Frank Morgan
L. H. Young
R. G. Savage
I. D. Merchant

NOTED
J. Mc C.

BREWER MILLS, MAYOR

J. WALTER BARHAM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 218
COOS BAY, OREGON

NOTED
DON HARWELL

NOTED
H. S. COX

July 11, 1962

NOTED
R. H. PRANCE

NOTED
Harold C. Ayers

Oregon State Highway Commission
State Highway Department
Salem 10, Oregon

Attention - Mr. Floyd Query, Secretary

Gentlemen:

Enclosed is our check in the amount of $4500.00 to cover the traffic signal light installation at 7th and 10th Streets on Central Avenue in Coos Bay.

This is in compliance with your request.

Very truly yours,

J Walter Barham

J. Walter Barham
City Manager

JWB/rb

Enc.

[illegible] GRAHAM

Phoned Graham 7-12
Copy of letter to Si Cox
" " " " Crandall

NOTED
FLOYD QUERY

RECEIVED
JUL 12 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 2 1962
FOR FILING

[illegible]

June 29, 1962

Madson & Stokes
526 S. E. Lane Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on June 29, 1962, accepted your bid in the amount of $8,690.00 for traffic signal installation on Central Avenue on Tenth Street-Seventh Street Section, Empire-Coos Bay Highway in Coos County, which was the low bid received for that job on June 27, 1962.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JUL 3 1962
FOR FILING

[illegible]

[illegible]

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

file

Salem, Oregon
June 25, 1962

Traffic Signal Agreement
Central Avenue at 7th & 10th Streets
City of Coos Bay

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a partially signed copy of an agreement with the City of Coos Bay covering traffic signal installation on Central Avenue at 7th & 10th Streets in the City of Coos Bay.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Coos Bay, Oregon.

Secretary

rn
Attach:

RECEIVED
JUN 18 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

1666-1668

June 14, 1962

Mr. J. Walter Barham
City Manager
P. O. Box 218
Coos Bay, Oregon

Dear Mr. Barham:

This is in reply to your letter of June 6 regarding the traffic signal installation at the intersection of Central Avenue with 7th and 10th Streets. Your concern was with the installation of two signal heads for traffic entering the intersection from each direction.

Our Traffic Division advises that on April 26, Mr. William Zirbes of that office contacted you and explained the plans. The matter of the installation of two signal heads for traffic entering the intersection from each direction is not an experiment but is a change in policy. The latest national standards, contained in the "National Manual on Uniform Traffic Control Devices for Streets and Highways," states that there shall be a minimum of two vehicular signal faces visible to traffic on each approach to a signalized intersection. The purpose of this requirement is two-fold. First, it allows the driver following a truck a greater chance of seeing a signal head and second, in case a bulb burns out in one head, there is less chance that there will be a blank signal face.

The extra cost occasioned by the extra heads is only a matter of $200. There will be an additional maintenance charge by reason of added bulbs and painting but this would be a very minor item. It is necessary that the State of Oregon adhere to the national standards and thus it would not be possible to change the plans to provide for a single-head installation.

I trust that the above explains this matter. If you have any further questions, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

RECEIVED
JUN 14 1962
OFFICE OF
STATE HIGHWAY ENGINEER

By: H. S. Cox
County and City Relations Engineer

VPJ:Pk,mm

cc: Forrest Cooper
G. S. Paxson
R. L. Porter
Tom Edwards
F. B. Crandall
L. R. Chandler

BREWER MILLS, MAYOR

J. WALTER BARHAM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 218
COOS BAY, OREGON

NOTED
Harold C. Ayers

NOTED
H. S. COX

RECEIVED
JUN 7 - 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
R. H. PRANCE

NOTED
DON HARWELL

June 6, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention - Mr. H. S. Cox
County and City Relations Engineer

Gentlemen:

Enclosed please find two copies of an Agreement for Traffic Signal Control in Coos Bay. As you will note these have been executed by the City.

In regard to our inquiry of May 21 and you answer of May 24, the City's concern is in regard to an apparent new policy or experiment by the State on these intersections. The plan calls for duplicate signals on the traffic lanes. This, of course, could considerably increase the cost above the State's estimate, but certainly should not be at the expense of the City. In addition the maintenance cost of duplicate signing would increase although this maintenance cost may be slight.

We are willing to experiment on these intersections with the State as long as the cost does not become excessive.

It is our understanding that one copy of the Agreement executed by the State will be returned for our files.

Very truly yours,

J Walter Barham
J. Walter Barham
City Manager

JWB/rb

Enc.

2.
Copy's sent to F B Crandall - Head will draft letter to be returned to CITY OF COOS BAY
[illegible] 6/7/62 says send agree. to Commission

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
H. S. COX

May 24, 1962

Mr. J. Walter Barham
City Manager, City of Coos Bay
P. O. Box 218
Coos Bay, Oregon

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

Dear Mr. Barham:

In reply to your letter of May 21 regarding the City's advance deposit of $4,500 as City's share in the estimated total cost for the installation of traffic lights on Central Avenue at 7th and 10th Streets, it is a standard policy of the Highway Department throughout the state in cooperative signal installations to share the cost equally with the city concerned.

The estimate for your project is $9,000. It has been our experience in the past that on bids for signal installations they are usually fairly close to our estimate; however, if the department receives a bid that is more than ten per cent (10%) over our estimate, it is rejected as being too high.

In the event a bid is received that is lower than your estimated share of $4,500 an adjustment will be made upon completion of the project. If the final costs show the project actually cost less than estimated, the City would be refunded 50% of the underrun. If the bid received is over the estimate (but less than 10% over), the City, on the basis of the total final cost of the project, would be billed for 50% of the overrun.

We are calling for bids on this project on June 27. As a contract cannot be awarded until a deposit is received from the City, the deposit should be in our hands as soon after July 1 as is possible. Another department policy is that if a good bid is received, a contract must be awarded no later than thirty days from the date bids are opened.

I hope this will answer your questions satisfactorily. Please feel free to contact this office at any time.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By: John D. Graham
Office Engineer

JDG:mm

BREWER MILLS, MAYOR

J. WALTER BARHAM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 218
COOS BAY, OREGON

May 21, 1962

RECEIVED
MAY 23 1962
ENGINEER
COUNTY & CITY RELATIONS

Mr. Forrest Cooper, State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention - Mr. John D. Graham
County & City Relations Office Engineer

Dear Mr. Graham:

We are in receipt of your letter of May 9 with the agreement in regard to the installation of traffic signals at 7th and 10th Street on Central Avenue in Coos Bay. The agreement appears to be in order but one question we would like to clarify: According to the State's representative the City's share would not exceed $4500 for these installations and should the actual cost be less the City of course would be refunded that portion from the advanced deposit. The statement in support of this supposition by the State's representative was that the Oregon State Highway Department was sufficiently confident of their cost estimate to operate on this basis.

We are in perfect agreement of an advanced sum of $4500 to cover the City's share of the cost of installations and materials.

Please advise if my understanding is correct and we shall be happy to transmit to your office the amount of $4500 in payment for the City's share. Incidentally we will probably make this advance as of July 1, 1962 as these funds are budgeted in our 62-63 budget, if this is satisfactory.

Thank you very much for your assistance in this matter.

Very truly yours,

J. Walter Barham
City Manager

JWB/rb

Copy to Crandall 6/2/62

RECEIVED
APR 3 1962
FOR FILING

[illegible]

3g-1

March 6, 1962

Mr. J. Walter Barham
City Manager of Coos Bay
P. O. Box 218
Coos Bay, Oregon

64

Dear Mr. Barham:

As outlined in previous negotiations, both orally and written, with Mr. Victor Wolfe and Mr. Tom Edwards, an investigation was made concerning the installation of traffic signals at the intersection of Seventh and Central Avenue and at Tenth and Central Avenue on the Coos Bay-Empire Highway in the city of Coos Bay.

This matter was presented to the Highway Commission at its meeting on March 2, and in light of the City's offer to participate in the cost, the Commission authorized the installation of traffic signals at the locations mentioned above. The cost of the installation was estimated at $9,000, and the Commission's approval was made with the understanding that the City of Coos Bay will pay one-half of the cost of the installation and provide for all maintenance and power consumption costs.

An agreement outlining this arrangement is being prepared and will be forwarded to you in the near future.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: Tom Edwards
Victor Wolfe
F. B. Crandall

RECEIVED
FEB [illegible] 1962
FOR FILMING

February 19, 1962

Oregon State Highway Commission

Gentlemen:

An investigation has been made concerning the installation of traffic signals at the intersection of 7th and Central Avenue and also at 10th and Central Avenue (Coos Bay-Empire Highway) in the city of Coos Bay. The investigation discloses that there is warrant for signalized control at these two intersections.

The estimated cost of signalization at the two-named intersections is $9,000. Your approval of the signal installations is recommended in conformity with the usual State-City co-operative arrangement wherein the State and City share equally in the installation costs, with the City committed to care for maintenance and power consumption costs.

This matter will be on the agenda for your consideration at the March 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Tom Edwards
F. B. Crandall
L. R. Chandler

FBC:njc fn

BREWER MILLS, MAYOR

J. WALTER BARHAM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 218
COOS BAY, OREGON

February 6, 1962

Mr. Forest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Attention - Mr. Tom Edwards

Dear Mr. Edwards:

In reply to your letter of December 13, 1961, please be advised that the Coos Bay City Council has authorized participation with the State Highway Department to pay one half the cost for the installation of pre-timed traffic signals at the 7th and 10th Street intersections on Central Avenue (Empire-Coos Bay Highway).

Please present this proposal to the State Highway Commission for their consideration at your earliest convenience. It is the Council's desire that this installation be completed in time for the 1962-63 school year.

Thank you very kindly for your assistance in this matter.

Very truly yours,

J Walter Barham

J. Walter Barham
City Manager

JWB/rb

Crandall
R/d to Comm

RECEIVED
FEB 7 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 8 1962
TRAFFIC ENGINEERING

NOTE
L. E. GEORG

RECEIVED
DEC 13 1961
FOR FILING

[illegible]

6147

December 13, 1961

Mr. J. Walter Barham
City Manager
City Hall
Coos Bay, Oregon

Dear Mr. Barham:

This is in further regard to your letter of November 20th concerning traffic conditions at the intersection of Central Avenue (Empire-Coos Bay Highway) and Tenth Street in the city of Coos Bay. A representative of the Traffic Engineering Division has contacted you and discussed this matter.

The State Highway Department investigated this intersection in May, 1960. At that time it was found that conditions at the intersection very closely approach the standard warrants for the installation of traffic signals. Upon discussion with City officials, it was the decision of the City to forego the installation of traffic signals at that time.

Because it is so far removed from any of the other signalized intersections in Coos Bay, if traffic signals were to be installed only at the Tenth Street intersection, it would be necessary that they be of the fully-actuated type and the estimated cost of such an installation is $10,000. In lieu of signalization of this single intersection, it is our suggestion that consideration be given to the installation of pre-timed signals at the Tenth and Seventh Street intersections with Central Avenue. Controllers at these two intersections would then be interconnected with the existing traffic signal system in the city. This would provide for overall control of traffic on Central Avenue between Tenth Street and Bayshore. The installation of pre-timed signals at these two intersections is estimated to cost $9,000. Under the standard policies of the State Highway Commission, it would be necessary that the City of Coos Bay pay one-half the cost of the installation and care for future maintenance and power consumption.

If such an arrangement meets with the approval of City officials and if you will so inform me, I will be happy to present the matter to the State Highway Commission for its consideration.

Very truly yours,

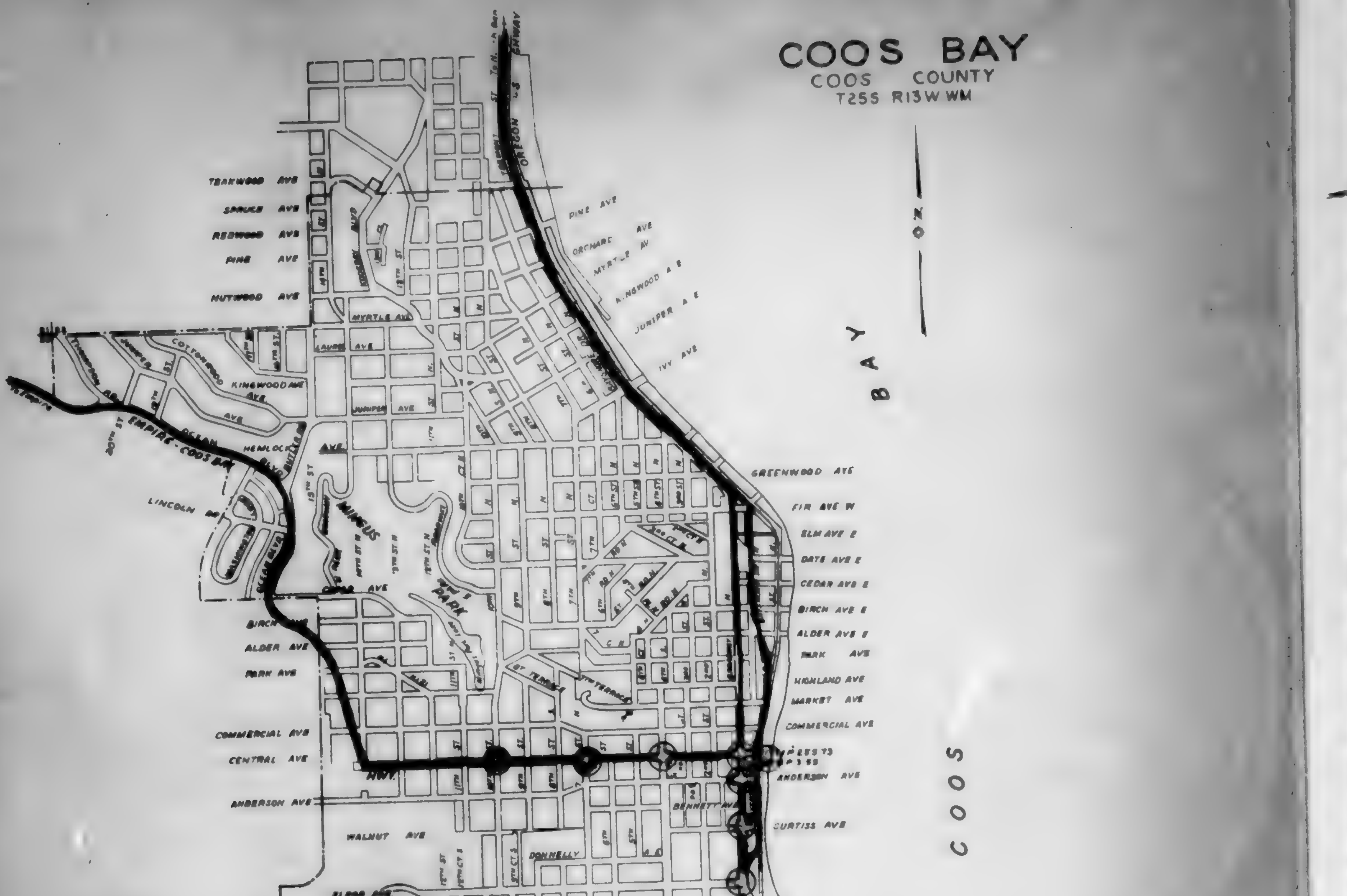
Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
F. B. Crandall
Frank D. Morgan

VPJ:pk jw


COOS BAY
COOS COUNTY
T25S R13W WM
N
BAY
COOS
OREGON COAST HWY
EMPIRE-COOS BAY HWY
COOS RIVER HWY
BUNKER HILL
COALBANK SLOUGH
MINGUS PARK
TEAKWOOD AVE
SPRUCE AVE
REDWOOD AVE
PINE AVE
NUTWOOD AVE
MYRTLE AVE
LAUREL AVE
JUNIPER AVE
COTTONWOOD
KINGWOOD AVE
HEMLOCK
LINCOLN RD
BIRCH
ALDER AVE
PARK AVE
COMMERCIAL AVE
CENTRAL AVE
ANDERSON AVE
WALNUT AVE
DONNELLY
ELROD AVE
FLANAGAN AVE
GOLDEN AVE
HALL AVE
JOHNSON AVE
KRUSE AVE
LOCKHART AVE
ORCHARD AVE
MYRTLE AV
KINGWOOD A E
JUNIPER A E
IVY AVE
GREENWOOD AVE
FIR AVE W
ELM AVE E
DATE AVE E
CEDAR AVE E
BIRCH AVE E
ALDER AVE E
PARK AVE
HIGHLAND AVE
MARKET AVE
COMMERCIAL AVE
ANDERSON AVE
BENNETT AVE
CURTISS AVE
WATER AVE
BAY AVE
Scale in Feet
0
800
1600
2400
Rev 6-7-88
State Highway
Existing Traffic Signals
Recommended Traffic Signals

RECEIVED
NOV 27 1961
FOR FILING

[illegible]

[illegible]

November 24, 1961

Mr. J. Walter Barham
City Manager
Post Office Box 218
Coos Bay, Oregon

Dear Mr. Barham:

Your letter of November 20 requested that we furnish you traffic count data on Central Avenue in the vicinity of 10th Street in the city of Coos Bay.

Our most recent counts, taken in May 1961, indicate that on Central Avenue west of 10th Street the average daily traffic was 7,500 and east of 10th Street it was 8,700.

The signalization of 10th Street is a subject which we have investigated several times in the past and I think it would be well for a representative of our Traffic Engineering Division to review our past investigations with you, for there is more to the total problem than just the signalization of 10th Street. Mr. V. P. Johnson, Traffic Control Engineer, will be in your city either Tuesday or Wednesday, November 28 or 29, and I have asked that he contact you re this problem.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. F. B. Crandall

JAH:tm ms

BREWER MILLS, MAYOR

J. WALTER BARHAM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 218
COOS BAY, OREGON

November 20, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention - Mr. Victor D. Wolfe
Administrative Assistant

Dear Mr. Wolfe:

Would you please provide this office with the most recent traffic count on Central Avenue in the vicinity of 10th Street in Coos Bay, Oregon. The two areas we are particularly interested in are designated as one-tenth mile West of 10th Street and one-tenth mile East of 10th Street.

Our interest in this intersection is in regard to the installation of traffic signals - the necessity for which we feel is becoming more and more urgent every year.

Although we realize the State Highway Department has certain criteria for the installation of traffic signals we feel this intersection is fast approaching, or has exceeded the traffic count necessary for a traffic control installation.

The City of Coos Bay would be very receptive and is most anxious to install traffic signal controls at this intersection at an early date.

Yours very truly,

J Walter Barham

J. Walter Barham
City Manager

JWB/rb

RECEIVED
NOV 21 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

I-105-4 Willamette River-Coburg Rd. 1962
(107)196 Sec., Eugene-Springfield Hwy.
#6148 (Grading)

[illegible] 2534

RECEIVED
DEC 11 1963
FOR FILING

December 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the Willamette River-Coburg Road Section of the Eugene-Springfield Highway, Contract No. 6148, Project No. I-105-4(107)196 in Lane County was completed on August 13, 1963.

This work was authorized by Order for State Work No. 3 dated December 17, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb
cc: J. W. Nash

RECEIVED
NOV 12 1963

FOR FILING

I 105-4(47)

6148

November 8, 1963

The Travelers Indemnity Co.,
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

On October 8, 1963, we wrote to you concerning release of final payment on contract #6148, awarded to S. A. Hutchins & Associates Const. Co., for grading the Willamette River-Coburg Road Section of the Eugene-Springfield Secondary Highway in Lane County.

Final payment on this contract is $16,096.77 and the total contract amount is $314,533.19, including $7,774.11 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Travelers Indemnity Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

cc: S. A. Hutchins & Associates Const. Co.,
P. O. Box 190
Sutherlin, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 8 1963
FOR FILING

6148

October 7, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed July 19 on Contract No. 6148. The contract was with S. A. Hutchins & Associates, Inc., and was for grading on the Willamette River-Coburg Road Section of the Eugene-Springfield Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 7, 1963.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 22, 1963

Section Willamette River - Coburg Road

Kind of work Grading

Highway Eugene-Springfield County Lane

Section prefix 620-1087

Contractor S.A.Hutchins & Assoc Constr. Co.

Contract number 6148

Date of contract July 13, 1962

Specified work days 150 (Specified embankment 55)

Date work started July 11, 1962

Work days used 147 55

Project authorization $666,466.88

Exclusive of engineering $619,073.68

Per cent of time elapsed 98 100 %

Estimated cost of completed project, exclusive of engineering $561,528.02

Estimated per cent overrun or underrun -9.3 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $47,393.20

Engineering cost to date $50,084.88, 105.5 %

Date project was completed July 19, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES riprap	BASE 30" watermain	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final data was completed, assembled and delivered to Roseburg Friday.

This is the final weekly report.

CONSTRUCTION DIVISION
RECEIVED
SEP 23 1963

Signed

Address Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 30 1963
FOR FILING

[illegible]

6148

Salem, Oregon
July 24, 1963

File 33358
First Avenue-Coburg Road Section
Eugene-Springfield Highway
Eugene Water & Electric Board

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Attached for further handling is a fully executed copy of an Easement with the Eugene Water & Electric Board relative to relocation and adjustment of water line and electric power line facilities on the First Avenue-Coburg Road Section of the Eugene-Springfield Highway.

A conformed copy of the above easement has been retained in this office.

Secretary

rn
Attach: 1

FORM E-90 50M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1963

SUBJECT: File 33358
First Avenue-Coburg Road Section
Eugene-Springfield Highway
Eugene Water & Electric Board

To:

Mr. Floyd Query, Secretary
State Highway Commission
BUILDING

In the construction of the First Avenue-Coburg Road Section of the Eugene-Springfield Highway, it was necessary to relocate water line and electric power line facilities belonging to EWEB. Therefore, on May 25, 1962, an agreement was entered into between EWEB and the State regarding the adjustments necessary in regard to said relocation.

Under Item 5 of said agreement, the State was to furnish EWEB with new easements of widths sufficient to accommodate that portion of EWEB's facilities which must be relocated or adjusted to conform to the requirement of the project. On June 24, 1963, in accordance with Item 7 of said agreement, EWEB signed a quitclaim deed to the State covering the existing easements which lie within the access control lines of the relocated highway.

Therefore, in accordance with the terms of said agreement, we have prepared and attach in duplicate an easement to EWEB for the installation, operation and maintenance of its 30-inch water main and to provide a service road thereon. Attached to said document is a copy of the agreement of May 25, 1962, together with prints showing the exact location of the easement being granted. The form, as attached, bears the signatures of the Assistant State Highway Engineer, Chief Counsel, and Staff Attorney.

Please return the original executed easement to this office for further processing. You may retain the duplicate copy for the Commission's files.

EARL F. SALING
Right of Way Office Manager

LW:ls
Attachments: Easement in duplicate,
copy of agreement of
5-25-62 & prints

APPROVED BY HIGHWAY COMMISSION
DATE See attached agreement - beneath the map
Floyd Query
Secretary

RECEIVED
APR 1 - 1963
FOR FILING

March 29, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3, covering additional clearing between our normal clearing limits and edge of the river on the Willamette River-Coburg Road Section of the Eugene-Springfield Highway in Lane County, Contract No. 6148 in connection with Federal Aid Project No. I-105-4(107)196.

This work is necessary to clear an unsightly area between the highway and the edge of the river, adjacent to a city park.

This work was verbally recommended for approval by the BPR Area Engineer March 19, 1963. Your approval as of that date is requested. The Field has been authorized to proceed as an emergency measure to expedite construction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
JAN 7 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

January 3, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

Oregon Project I-105-4(107)196, Contract 6148
Seeding and Mulching
Willamette River-Coburg Section
Eugene-Springfield Highway

Reference is made to your letter dated December 24, 1962 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

original To Young
with attachment
1-7-63

NOTED
LLOYD P. SHAW

RECEIVED
DEC 26 1962

6148

December 24, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 224-238, covering seeding and mulching on the Willamette River-Coburg Section of the Eugene-Springfield Highway in Lane County, Contract No. 6148, in connection with Federal Aid Project No. I-105-4(107)196.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $3,200.00, with Federal participation of $2,880.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

Mr Cooper

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COMMISSIONERS
[illegible] L. J[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

J-1R-4[illegible]

6.47

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 15, 1962

[illegible] 1962
LEGAL & [illegible] OF WAY

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

File No. 33423 - Bavaro
First Avenue - Coburg Road
Eugene - Springfield Highway
Lane County

Dear Sir:

Your attention is invited to the attached memorandum which relates to deletion of a pipe line conduit on the above entitled section of highway. We request your examination of the State's proposal to eliminate a 12-inch conduit at Station 31+30, by securing the release from the owner in exchange for a sum of $300. Our Resident Engineer has submitted an estimate of $1180 to make this installation.

Prior to securing Commission approval of this settlement, we would like your assurance that the proposed arrangement will be eligible for full Federal participation.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW-LAH:dd
Attachment

cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. L. I. Lindas

NOTED
FORREST COOPER

RECEIVED
AUG 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

61.98

Form Approved, Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. RECEIVED AUG 23 1962	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. FOR FILING 6	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Lane
		PROJECT NO. I-105-4(107)196

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-105, Willamette R. to Coburg Rd.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-62	1.131
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 647,824.00	$ 595,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By R. G. Pate
ASSISTANT State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
XX A. W. Parsons
(Division Engineer)
By L. R. Backlund
L. R. Backlund
Administrative Manager
Date Approved, Division Engineer August 14, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal Aid
Project No. I-105-4(107)196

WILLAMETTE RIVER-COBURG ROAD SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 30, 1962

Type Code 0010
Roadway (Sta. 49+98 thru Equa. 80+70.13=23+10.42 to Sta. 58+50)(Contract 6148)

Clearing and Grubbing	All	Required		$ 50,000.00
Drainage Excavation, Unclassified	2,700	cu.yds.	$ 2.45	6,615.00
Embankment in Place	522,000	cu.yds.	0.77	401,940.00
Finishing Roadbed and Slopes	All	Required		3,500.00
21-inch Corrugated Metal Pipe, Nested Type	90	lin.ft.	7.50	675.00
18-inch Corrugated Metal Pipe	230	lin.ft.	4.60	1,058.00
48-inch Corrugated Metal Pipe	180	lin.ft.	22.00	3,960.00
18-inch Concrete Pipe	730	lin.ft.	4.20	3,066.00
18-inch Culvert End Section	13	only	42.00	546.00
48-inch Culvert End Sections	1	only	230.00	230.00
18-inch Metal Tide Gate	1	only	95.00	95.00
Loose Riprap	5,640	cu.yds.	4.25	23,970.00
2-inch Electrical Conduit	350	lin.ft.	1.95	682.50
2½-inch Electrical Conduit	80	lin.ft.	2.30	184.00
2-inch Galvanized Water Pipe	200	lin.ft.	1.75	350.00
2½-inch Galvanized Water Pipe	280	lin.ft.	2.00	560.00
3-inch Galvanized Water Pipe	50	lin.ft.	2.75	137.50
4-inch Galvanized Water Pipe	50	lin.ft.	3.00	150.00
Type 2 Fence	820	rods	6.00	4,920.00
30-inch Water Main Relocation	2,100	lin.ft.	20.00	42,000.00
Coarse Crushed Material in Base	600	cu.yds.	3.75	2,250.00
3/4" - 0 Material in Base	140	cu.yds.	4.00	560.00
Sprinkling	2,580	M-gals.	2.00	5,160.00
Class "B" Asphaltic Concrete	140	tons	7.90	1,106.00
				$553,715.00

Flagging (37½% of Contractor's Cost)	All	Required	$ 7,500.00
Seeding and Mulching	All	Required	3,200.00
Signing (Temporary)	All	Required	500.00
			$ 11,200.00

Utilities

Work by Eugene Water & Electric Board	All Required	$ 23,869.00
Work by Pacific N.W. Bell Telephone	All Required	147.00
		$ 24,016.00
	Subtotal	$588,931.00
	10% Engr. & Cont.	58,893.00
	Total	$647,824.00

Length of Roadway - - - - - - - - - - - - 1.131 Miles
Length of 2 Structures - - - - - - - - - 0.121 Mile (Exceptions)
Total Length - - - - - - - - - - - - - - 1.252 Miles
Cost of Roadway Per Mile - - - - - - - $572,788.68

Federal Funds - $595,000.00
State Funds - 52,824.00

$647,824.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

WILLAMETTE RIVER—COBURG ROAD SECTION

PROJECT NO. I-105-4(106)194

Estimated cost of work by the Eugene Water and Electric Board

12 line from Kern's Acres Road

Labor	$ 1,910.00
Equipment	355.00
Materials	4,536.56
	$ 6,801.56

Fire Hydrant at Clark Ave.

Labor	$ 75.00
Equipment	150.00
Materials	15.00
	$ 240.00

Power Line Adjustment

Materials		$ 7,838.00
Labor		10,746.00
Equipment		1,167.00
Right of Way		100.00
Salvage Credit		-3,023.00 Credit
		$16,828.00
	Total	$23,869.56
	Use	23,869.00

Estimated cost of work by the Pacific Northwest Bell Telephone Company

Labor		$ 53.22
Materials		64.42
Equipment		9.48
Overhead		19.94
		$ 147.06
	Use	$ 147.00

Oregon State Highway Department

Federal Aid
Project No. I-105-4(~~106~~ 107)196

WILLAMETTE RIVER-COBURG ROAD SECTION OF THE

EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 31, 1962

Type Code 0010
Roadway (Sta. 49+98 thru Equa. 80+70.13=23+10.42 to Sta. 58+50)

Clearing and Grubbing	All Required		$ 24,000.00
Drainage Excavation, Unclassified	2,700 cu.yds.	$ 3.00	8,100.00
Embankment in Place	522,000 cu.yds.	0.70	365,400.00
Finishing Roadbed and Slopes	All Required		4,000.00
21-inch Corrugated Metal Pipe, Nested Type	90 lin.ft.	8.50	765.00
18-inch Corrugated Metal Pipe	230 lin.ft.	5.00	1,150.00
48-inch Corrugated Metal Pipe	180 lin.ft.	25.00	4,500.00
18-inch Concrete Pipe	730 lin.ft.	4.50	3,285.00
18-inch Culvert End Section	13 only	45.00	585.00
48-inch Culvert End Sections	1 only	250.00	250.00
18-inch Metal Tide Gate	1 only	100.00	100.00
Loose Riprap	5,640 cu.yds.	4.50	25,380.00
2-inch Electrical Conduit	350 lin.ft.	2.00	700.00
2½-inch Electrical Conduit	80 lin.ft.	2.50	200.00
2-inch Galvanized Water Pipe	200 lin.ft.	1.75	350.00
2½-inch Galvanized Water Pipe	280 lin.ft.	2.00	560.00
3-inch Galvanized Water Pipe	50 lin.ft.	2.75	137.50
4-inch Galvanized Water Pipe	50 lin.ft.	3.50	175.00
Type 2 Fence	820 rods	6.50	5,330.00
30 ~~39~~-inch Water Main Relocation	2,100 lin.ft.	28.00	58,800.00
Coarse Crushed Material in Base	600 cu.yds.	3.75	2,250.00
3/4" - 0 Material in Base	140 cu.yds.	4.00	560.00
Sprinkling	2,580 M-gals.	3.00	7,740.00
Class "B" Asphaltic Concrete	140 tons	8.50	1,190.00
			$515,507.50
Flagging (57½% of Contractor's Cost)	All Required		$ 7,500.00
Seeding and Mulching	All Required		3,200.00
Signing (Temporary)	All Required		500.00
			$ 11,200.00

Utilities

Work by Eugene Water & Electric Board	All Required	$ 27,000.00
Work by Pacific N.W. Bell Telephone	All Required	500.00
		$ 27,500.00
	Subtotal	$554,207.50
	10% Engr. & Cont.	55,420.50
	Total	$609,628.00

Length of Roadway - - - - - - - - - - - 1.131 Miles
Length of 2 Structures - - - - - - - - 0.121 Mile (Exception)
Total Length - - - - - - - - - - - - - 1.252 Miles
Cost of Roadway Per Mile - - - - - - $539,016.79

Federal Funds -	$560,000.00
State Funds -	49,628.00
	$609,628.00

RECEIVED
AUG 15 1962
FOR FILING

6149

477 Cottage Street N.E.
Salem, Oregon

August 13, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

ATTENTION: L. H. Young

T. Dec, Assistant Division Engineer
Salem, Oregon

Utility Agreements

On July 31, 1962 we approved the adjustment of the Pacific Northwest Bell Telephone Company facilities on the Willamette River-Coburg Section, Oregon Project I-105-4(107)196.

Paragraph 5 of IM 30-3-61 eliminates reference to a "Major and independent segment" as contained in Paragraph 7f of PPM 30-4. As the estimate from the telephone company makes reference to a "major and independent segment", we suggest in the future that justification for not giving credit for extended service life be stated in terms consistent with Paragraph 5 of the Instructional Memorandum.

original To Young
8-14-62

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FOR FILING

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6148

August 7, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering state share of flagging on the Willamette River-Coburg Road Section of the Eugene-Springfield Highway in Lane County, Contract No. 6148, in connection with Federal-Aid Project No. I-105-4(107)196.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

For L. H. Young
Office Engineer

Enclosure

DBP:cr

RECEIVED
AUG 8 1962
FOR FILING

[illegible]

6148

August 7, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Willamette River-Coburg Road Section of the Eugene-Springfield Highway in Lane County, Contract No. 6148, in connection with Federal Aid Project No. I-105-4(107)196.

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This work is in accordance with the Special Provisions and was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

For L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
3 1962
FOR FILING

6148

477 Cottage Street, N.E.
Salem, Oregon

July 31, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Attention: L. H. Young, Office Engineer

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

Oregon Project I-105-4(107)196
Willamette River-Coburg Section
Utility Adjustment - Pacific Northwest Bell Telephone Co.

We are today approving the agreement between the State and Pacific Northwest Bell Telephone Co., as evidenced by the exchange of correspondence dated 6-7-62, 7-13-62 and 7-19-62.

Authorization is hereby granted to proceed with the work as of July 31, 1962. Reimbursement is subject to the provisions of PPM 30-4.

RECEIVED
AUG 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Original To Young
8-1-62

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JUL 13 1962
FOR FILING

6148

July 13, 1962

S. A. Hutchins & Associates Construction Co.
P. O. Box 190
Sutherlin, Oregon

Gentlemen:

The State Highway Commission on June 29 accepted your proposal for grading the Willamette River-Coburg Road Section of the Eugene-Springfield Highway in Lane County for the sum of $553,715.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6148. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Pacific Builder & Engineer, Inc.
1945 Yale Place North
Seattle 2, Washington
Attention: Dorothy McCormack

Frank Morgan
L. H. Young
R. G. Savage

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Daily Journal of Commerce
P. O. Box 932
Portland, Oregon
Attention: News Room

NOTED
J. Mc C.

fkn

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FOR FILING

6148

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. NE
Salem, Oregon

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 13, 1962

YOUNG

FROM : A. W. Parsons, Division Engineer
08-35.4 Salem, Oregon

SUBJECT: Oregon Project I-105-4(107)196, Willamette River-Coburg Section
Eugene-Springfield Highway

This is to advise of our prior verbal concurrence as of this date in award of contract No. 6148 for the above project to S. A. Hutchins and Associates Construction Company of Sutherlin, Oregon, low bidder in the amount of $553,715.00 at the June 27, 1962 bid opening.

As stated in our June 5, 1962 memorandum authorizing advertising, authorization to proceed with adjustment of Pacific Northwest Bell Telephone Co. facilities is being withheld until utility plans, detailed estimate and agreement are furnished to and approved by this office.

RECEIVED
JUL 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
7-16-62

NOTED
R. L. PORTER

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

RECEIVED
AUG 3 1962
FOR FILING

6148

Salem, Oregon
July 3, 1962

Agenda Item 4-m

Throughway Agreement
1st Avenue-Coburg Road Section
Eugene-Springfield Highway
Lane County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a throughway agreement with Lane County covering the 1st Avenue-Coburg Road Section of the Eugene-Springfield Highway in Lane County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the Lane County Court.

Secretary

rn
Attach:

RECEIVED
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FOR FILING

June 27, 1962

Oregon State Highway Commission
State Highway Building
Salem,Oregon

Attention; Mr. Forrest Cooper
State Highway Engineer

Gentlemen;

This morning we were low bidders on two projects as follows;

Job #12- Yoncalla Interchange- RiceeHill Section Douglas County	$ 863,235.20
Job #16-Willamette River-Coburg Road Section, Lane County	554,015.00

It was our intention to limit our qualification to not exceed $1,500,000.00, and due to an error of our bookkeeping dept. we inserted the amount of $1,310,000.00 at the last moment.

Our intention was to qualify for two jobs only,Nos. 12 and 16, or Nos 28 and 16,. Job # 7 was bid by Delmar A Hutchins Personally.

As no combinations of our bids would amount to the figure of $1,310,000.00 it is quite obvious an error was made,and there is no question involved about my capacity to bond both projects, and our prequalification was ample.

I view of the above, we respectively ask the Commission to re-view this obvious error, and award us the Two Projects on which we were low bidders/

Thanking you,I am

Very truly yours

Selmar A Hutchins
Selmar A.Hutchins,President

8

RECEIVED
JUN 26 1962
FOR FILING

I-105-4(106)196
P.H.
148

June 25, 1962

Oregon State Highway Commission

Gentlemen:

As you know, we are calling for bids on the Willamette River-Coburg Road Section of the Eugene-Springfield Highway in Lane County on June 27; this being a part of Interstate Route 105.

As a prerequisite to awarding this contract, it is necessary to enter into a through way agreement with Lane County. Lane County has approved the proposed agreement, and it is requested that you approve this matter and authorize the Secretary to sign it in your behalf at the Commission meeting on June 29.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Mr. Floyd Query
Mr G. S. Paxson
Mr. R. L. Porter
Mr. V. D. Wolfe
Mr. H. S. Cox

RLP:ajw:er

RECEIVED
JUN 21 1962
FOR FILING

I-105-4 [illegible]

FORM E-128X 100M 4-62
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 20, 1962

Eugene Water and Electric Board
P. O. Box 1112
Eugene, Oregon

ATTENTION: Mr. D. F. Robinson

Re: Power and Water Line Adjustments
Willamette River-Coburg Road Section
Eugene-Springfield Highway
Lane County
Project No. I-105-4(107)196

Gentlemen:

We have received your estimate and sketch map covering the adjustment of your facilities on the abovenamed project. They have been reviewed and approved by the State and the Bureau of Public Roads with one exception:

The three-pole structure shown on your plans on the south side of the river will be in conflict with our proposed construction south of the river into Eugene. Under separate cover, on June 12, 1962, we transmitted to you our two tentative alternate plans for this proposed construction. Our proposed slope lines are shown on these maps, and this is the best information available. It is our opinion at this time that poles which do not conflict with the slope line will probably be in the clear of future construction. However, these plans have not yet been approved as final, and we could give no guarantee that they will not be changdd in the future. It is recommended that your new line be constructed to the extreme west side of Jefferson Street.

You are hereby authorized to proceed with the work as of June 5, 1962, with the understanding that your design will be altered so as to avoid conflict with our proposed future construction as submitted to you on June 12, 1962.

Reimbursement for work done subsequent to June 5, 1962, will be made subject to the provisions of PPM 30-4 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
JUN 21 1962

NOTED

TWL:bjh
cc: G. S. Paxson
R. L. Porter
A. W. Parsons
L. H. Young
C. H. Maison
L. R. Chandler
Geary Worth
P. R. Barnhart

RECEIVED
JUN 15 1962
FOR FILING

I. 105-4(107)196

6148

June 14, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Willamette R.-Coburg Rd. Section
Eugene-Springfield Highway
Lane County
Project No. I-105-4(107)196

Dear Sir:

Herewith are two conformed copies of the agreement between the State Highway Commission and the City of Eugene by and through its Eugene Water and Electric Board covering adjustment of its utilities on the subject project.

Authorization to proceed with the work as of June 5, 1962, is given by your letter of June 5, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

RECEIVED
JUN 8 1962
~~FOR FILING~~
[illegible]

477 Cottage Street, N.E.
Salem, Oregon

June 5, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Cross Referenced To:
Grad
Bridge
[illegible]

By:

C. G. Polk, Division Engineer
08-35.2-0 Salem, Oregon

M. E. Martin
Acting Division Engineer

Oregon Project I-105-4(106)196
Willamette River-Coburg Road Section, Grading

We have approved, as of this date, the P. S. and E. documents for the subject project.

This is to authorize your advertising of the project for bids, with the understanding that all necessary right-of-way parcels are available except for one parcel. Mr. Wright's June 1, 1962 letter indicates that this parcel will be available about June 15, 1962. Concurrence in award will be withheld pending notification that rights-of-entry to the parcel have been acquired.

We approve the contract method for the utility adjustment involving the 30-inch water main of the Eugene Water and Electric Board. Our concurrence in award of contract for Project I-105-4(106)196 can be construed as authorization to proceed with this utility adjustment.

Your unconformed copy of the agreement with the Eugene Water and Electric Board with accompanying cost estimate and sketch maps for relocating their 12,000 volt electric transmission line including relocation southerly of the Willamette River necessary for future construction and a 12-inch water main with incidentals thereto are approved as a basis for adjustment of these facilities. This approval is contingent upon submission of conformed copies of the agreement for our records. You are authorized to proceed with these utility adjustments effective June 5, 1962 with the understanding that a future move of the power line on Clark Avenue which may be made necessary by possible extension of the freeway will be on a non-participating basis. Reimbursement will be subject to the provisions of PPM 30-4.

Though the project estimate includes the estimated cost of relocating Pacific Northwest Bell Telephone Company facilities, authorization to proceed with this adjustment is withheld until utility plans, detailed estimate and agreement are furnished to and approved by this office.

original To Young
6-8-62

RECEIVED
1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 1, 1962

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Right of Way Status
Willamette River-Coburg
Road Section
Eugene-Springfield
Highway
Grading

Dear Sir:

All rights of way and rights of entry have been obtained on this project, except for the following file:

File No. 33375   Chase $75,000

After lengthy negotiation, this file is now in legal handling. We expect to have a suit filed on or before June 15.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:mg

cc Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. L. I. Lindas

NOTED
FORREST COOPER

RECEIVED
JUN 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKW-1.4
NPP 285/70a(Willamette R.-Fills)-6.

7 May 1962

Oregon State Highway Department

Salem 10, Oregon

Gentlemen:

In accordance with your written request dated 1 May 1962, the attached plans are approved to supersede the plans for the works authorized by the Secretary of the Army in letter dated 3 October 1961, from the District Engineer at Portland, Oregon, to construct a fill and rock embankment in Willamette River, Mile 181.4, at Eugene, Oregon.

The conditions to which the work is made subject remain in full force and effect.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

STERLING K. EISIMINGER
Colonel, Corps of Engineers
District Engineer

By T W Ragsdale
T. W. RAGSDALE
Chief, Operations Division

RECEIVED
MAY 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-105-4(106)196

Cross Referenced To:
Const
Bridges
Gen

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 7, 1962

Eugene Water and Electric Board
P. O. Box 1112
Eugene, Oregon

Attention: Mr. S. D. Stamm

Easement Description
R/W File No. 33358, Parcel #2
1st. Ave.-Coburg Road Section
Eugene-Springfield Highway
Lane County

Gentlemen:

In response to your phone call, you will find attached one copy of the property description for power and water utilities easement across the land owned by Mr. V. Howe, recorded in Book 174, Page 257 of the Lane County Deed Records, on the above-named section of the Eugene-Springfield Highway.

Please note that Parcel No. 2 is the one in which you are interested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAY 8 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

Enclosures

TWL:fp

cc G. S. Paxson

RECEIVED
MAY 2 1962
FOR FILING

[illegible]

6148

Cross Referenced To:
Corres
Bridges

May 1, 1962

The District Engineer
U. S. Army Engineer District, Portland
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Re: NPPKW-1.4
NPP 285/70a(Will.R.-Fills)-6.

Dear Sir:

Under date of October 3, 1961, you issued a permit covering highway embankments which encroach within the flood plain of the Willamette River near Eugene. Since this permit was issued and prior to the start of any construction, it has been found necessary to relocate a 30-inch water main which is a part of the Eugene municipal water supply. The installation and covering of this main would require some additional embankment in the flood plain.

I attach hereto tracings and four sets of prints showing the construction that is now proposed. If, in your opinion, this constitutes a major change over that proposed in the original permit, we would request your consideration and issuance of a new permit covering the work.

Very truly yours,

Forrest Cooper
State Highway Engineer

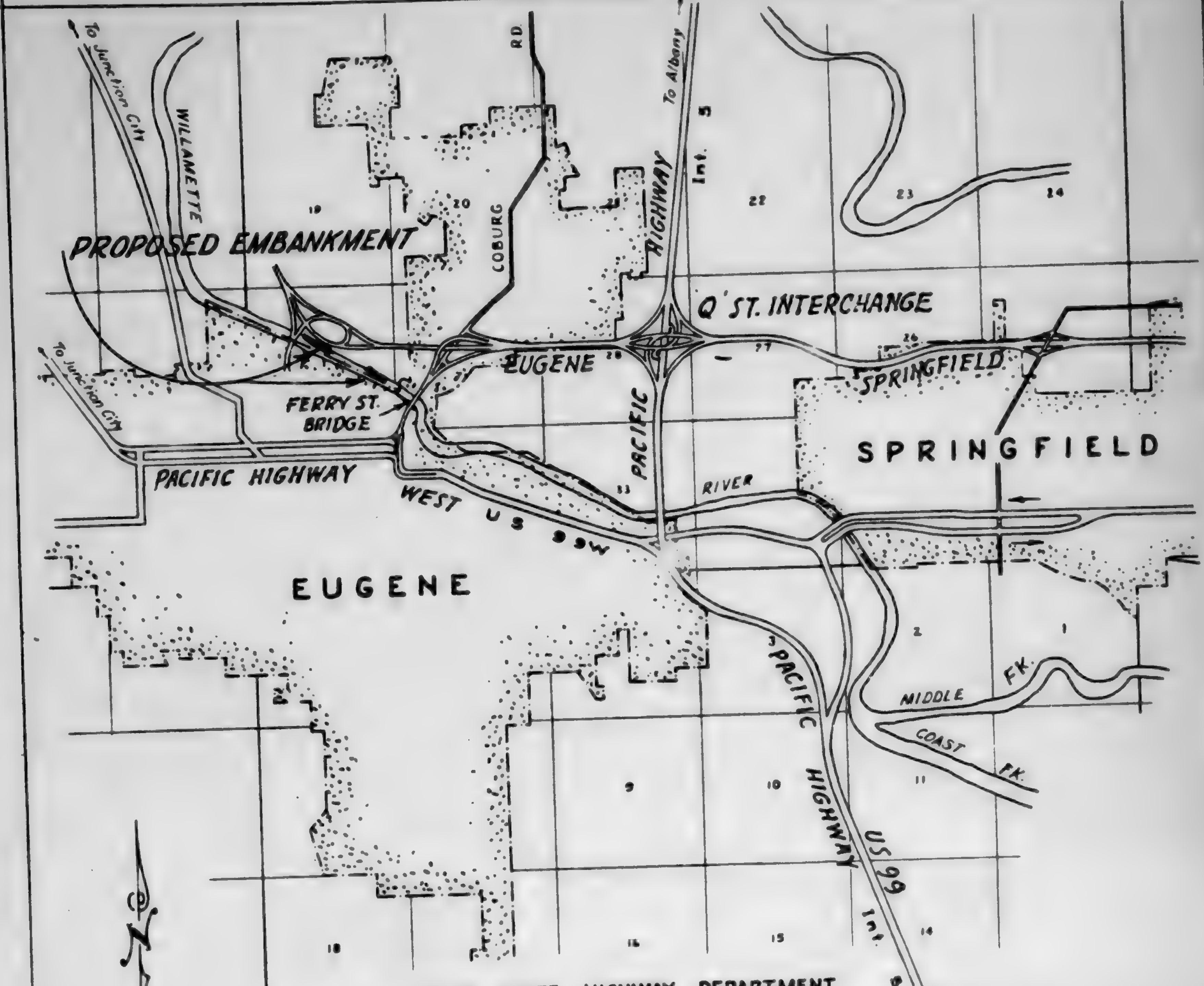
By

G. S. Paxson
Deputy State Highway Engineer

GSP:hlb
Attach.

cc Forrest Cooper
R. L. Porter
F. D. Morgan (Attach.)

IR-5-1509



OREGON STATE HIGHWAY DEPARTMENT

PROPOSED HIGHWAY EMBANKMENT
IN WILLAMETTE RIVER
FIRST AVE. - COBURG RD. SECTION
EUGENE - SPRINGFIELD HIGHWAY

LANE COUNTY

OREGON

Rev
April, 1962

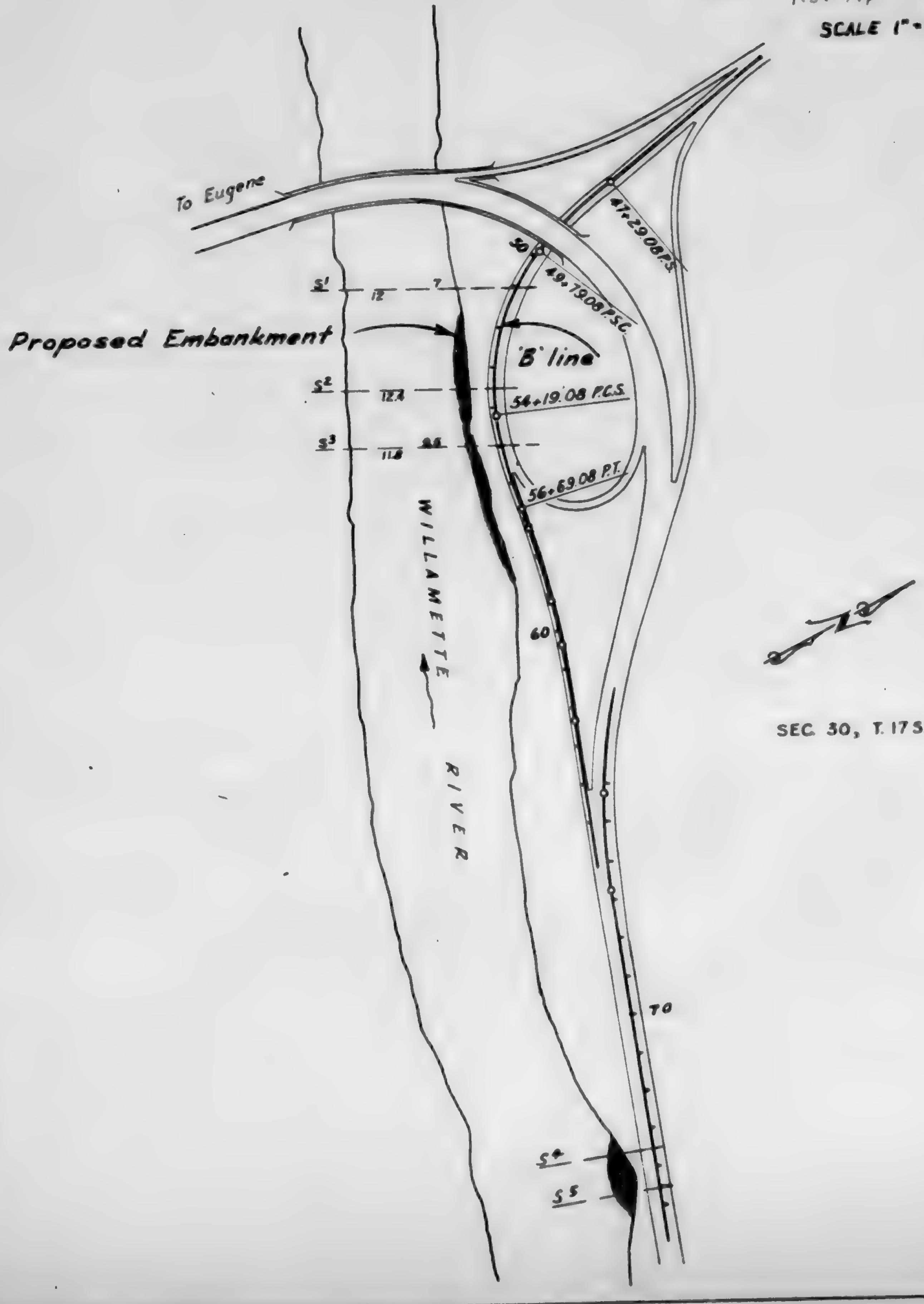
Sheet 1 of 4

1R-5-1509

PROPOSED HIGHWAY EMBANKMENT IN WILLAMETTE RIVER

FIRST AVE. – COBURG RD. SECTION
Rev April 1962

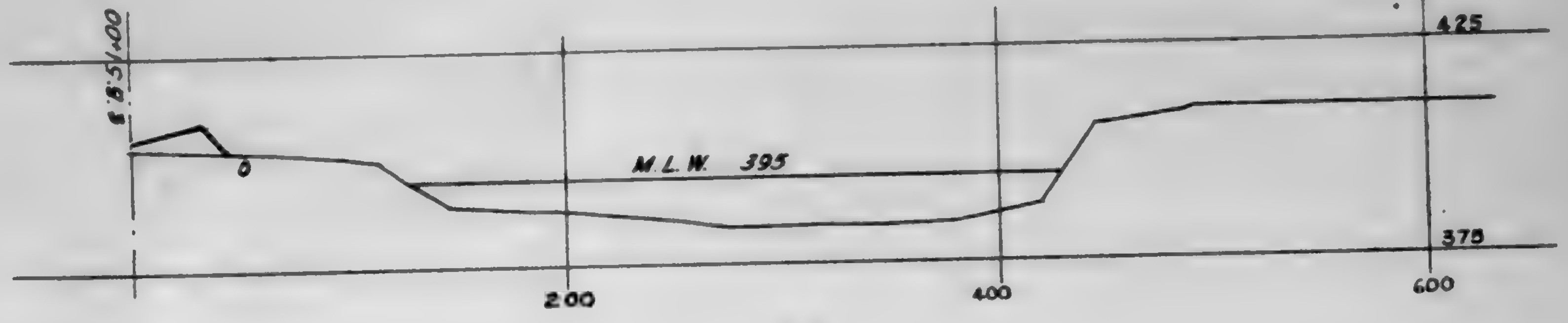
SCALE 1" = 400'



SEC. 30, T. 17 S., R. 3 W., W.M.

Sheet 2 of 4

IR - 5 - 1509



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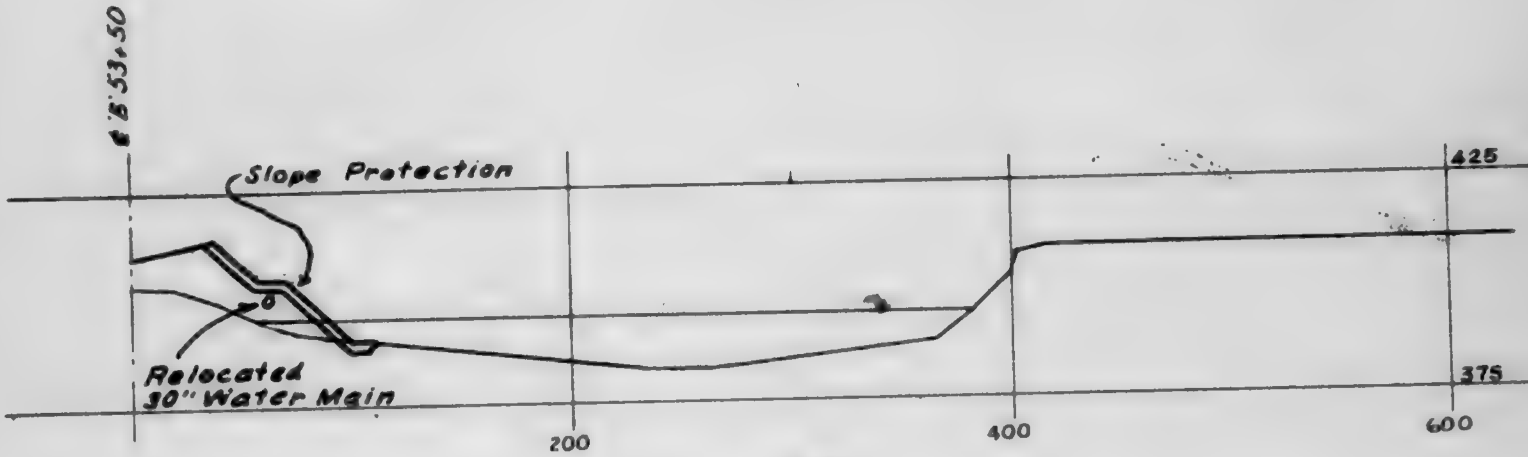

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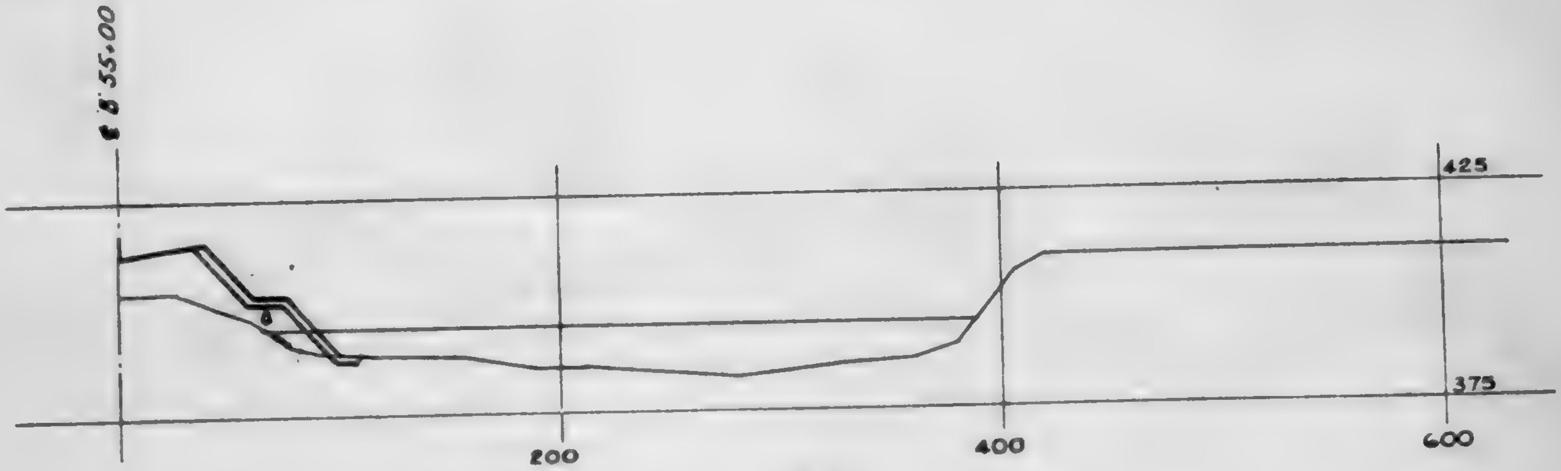


S^3

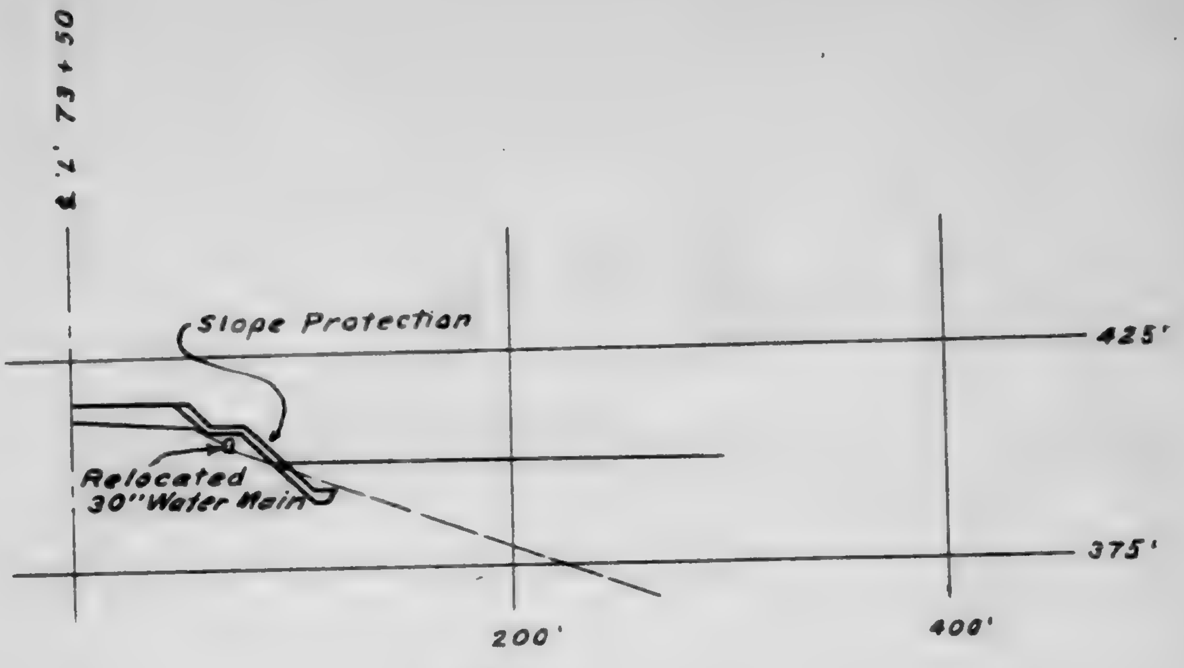
TYPICAL SECTIONS

FIRST AVE. - COBURG RD. SECTION
Rev April, 1962

Scale 1" = 50' vert.
1" = 100' horiz.

Sheet 3 of 4

1R - 5 - 1509



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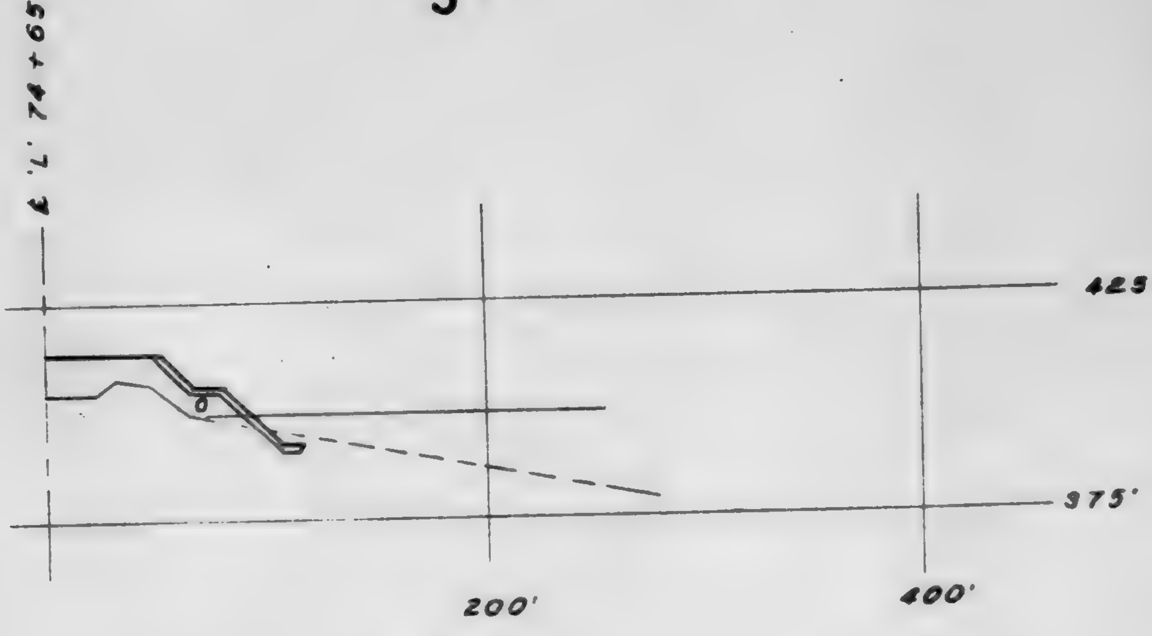

S^5

TYPICAL SECTIONS

FIRST AVE. - COBURG RD. SECTION

Rev. April, 1962

Scale 1" = 50' Vert
1" = 100' Horiz.

Sheet 4 of 4

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKW-1.4
NPP 205/70a(Will.R.-Fills)-6.

3 October 1961

State of Oregon
State Highway Department
Salem, Oregon

ATTENTION: Mr. G. S. Paxson,
Asst. State Highway Engineer

Dear Mr. Paxson:

The attached instrument authorizes the work only in accordance with the approved plans shown on the print attached to and made a part of the authorization. If it is necessary because of unforeseen or altered conditions to deviate materially from the approved plans, revised drawings showing any proposed changes must be submitted to this office in order that they may receive the approval required by law before the work is commenced.

Attention is invited to condition (i) of the instrument, which requires that this office be notified in writing concerning commencement, suspension, resumption, and completion of the work. If it does not conform substantially with the approved plan, the work will be unlawful. It is important, therefore, that the notices be received promptly in this office in order that inspections may be made at appropriate times.

Very truly yours,

T. W. RAGSDALE
Chief, Operations Division

1 Incl
Permit dtd 3 October 1961

NPP FL 84
Apr 60

RECEIVED
JG.30 1961
FOR FILING
I-105 4(106)1.76
14

U S. ARMY ENGINEER DISTRICT PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 8, OREGON

NOTED
W. C. WILLIAMS

NPPKW-1.4
NPP 285/70a(Willamette R.-Fills)-6.

29 August 1961

Cross Referenced To:
Const
Bridges
Gen

PUBLIC NOTICE

The Oregon State Highway Department, Salem, Oregon, has applied to the U. S. Army Engineers for a permit to construct a fill and rock embankment to protect a bridge approach in Willamette River, Mile 181.4, in Eugene, Oregon.

The proposed work is shown on a sketch on the reverse side of this notice.

Letters concerning the effect of the work on navigation are requested from all interested parties, particularly navigation interests and state, port and other local authorities. Replies to this notice should be addressed to the District Engineer and mailed to reach this office not later than 2 October 1961.

T. W. RAGSDALE
Chief, Operations Division

NOTED

RECEIVED
AUG 30 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 30 1961
OFFICE OF
STATE HIGHWAY ENGINEER

U. S. ARMY ENGINEER DISTRICT PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKW-1.4
NPP 285/70a(Willamette R.-Bridge)-11.

29 August 1961

PUBLIC NOTICE

The Oregon State Highway Department, Salem, Oregon, has submitted plans for a proposed highway bridge to cross Willamette River, Mile 181.3, in Eugene, Oregon.

It is planned to construct a FIXED BRIDGE with the main span piers set riverward of low water to provide a horizontal clearance of 133 feet. Vertical clearances proposed are as follows:

Above low water	25.8 feet
Above high water	8.0 feet

The proposed work is shown in a sketch on the reverse side of this notice.

Letters concerning the effect of the bridge on navigation or the regimen of the waterway are requested from all parties concerned, particularly navigation interests and State and local authorities and civic organizations, or others whose interests may be affected. It is NOT proposed to hold a public hearing unless the response to this notice indicates one is necessary to develop all facts. Replies to this notice should be mailed to reach this office not later than 2 October 1961.

T. W. RAGSDALE
Chief, Operations Division

NOTED

RECEIVED
JG. 30 1961
FOR FILING

U. S. ARMY ENGINEER DISTRICT PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NOTED
W. C. WILLIAMS

NPPKW-1.4
NPP 285/70a(Willamette R.-Fills)-6.

29 August 1961

Cross Referenced To:
Const
Bridges
Fern

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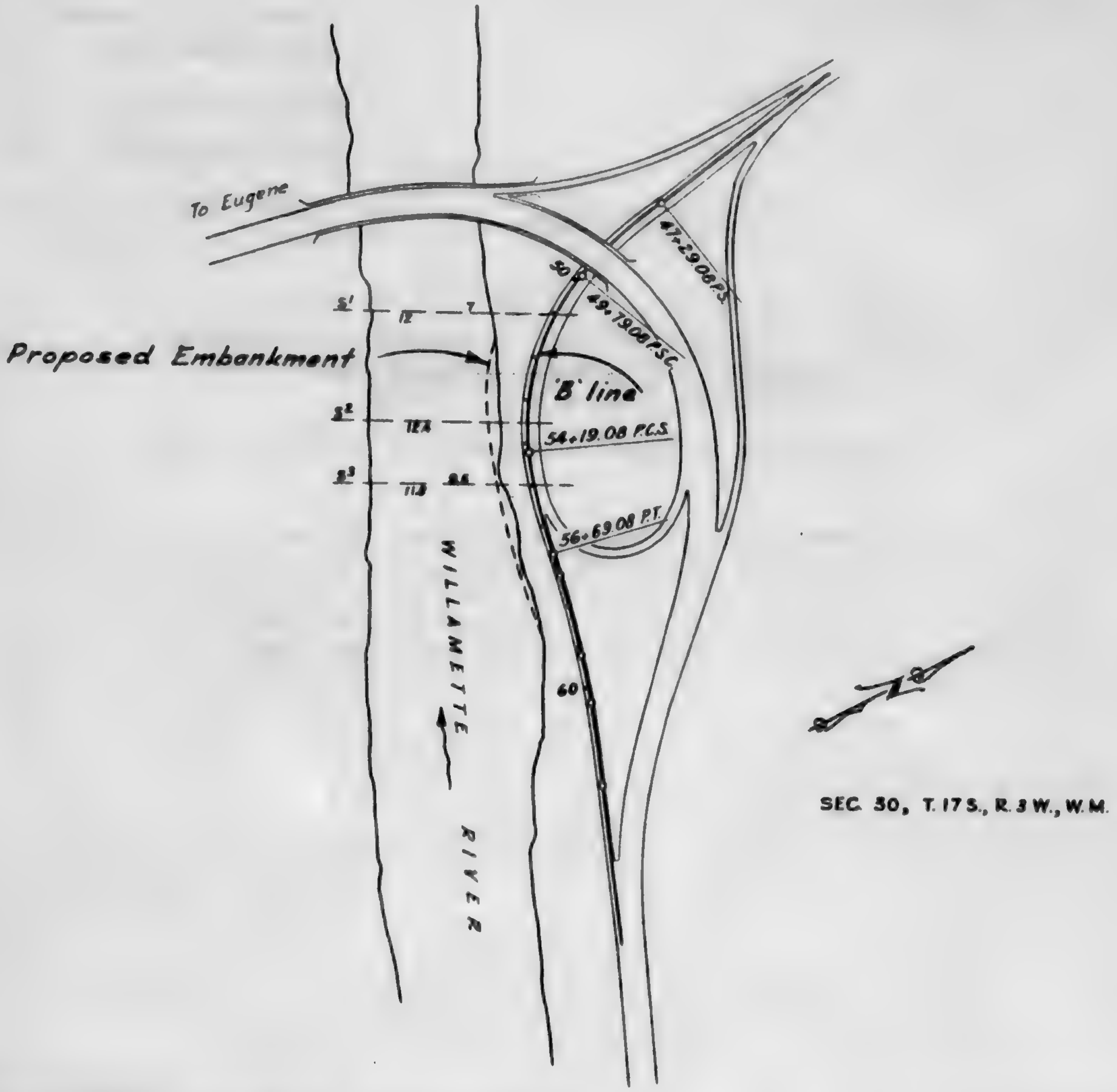
T. W. RAGSDALE
Chief, Operations Division

NOTED

RECEIVED
AUG 0 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 30 1961
OFFICE OF
STATE HIGHWAY ENGINEER

IR-5-1509



PROPOSED HIGHWAY EMBANKMENT IN WILLAMETTE RIVER

FIRST AVE. — COBURG RD. SECTION

SCALE 1" = 400'

Sheet 2 of 3

U S ARMY ENGINEER DISTRICT PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKW-1.4
NPP 285/70a(Willamette R.-Bridge)-11.

29 August 1961

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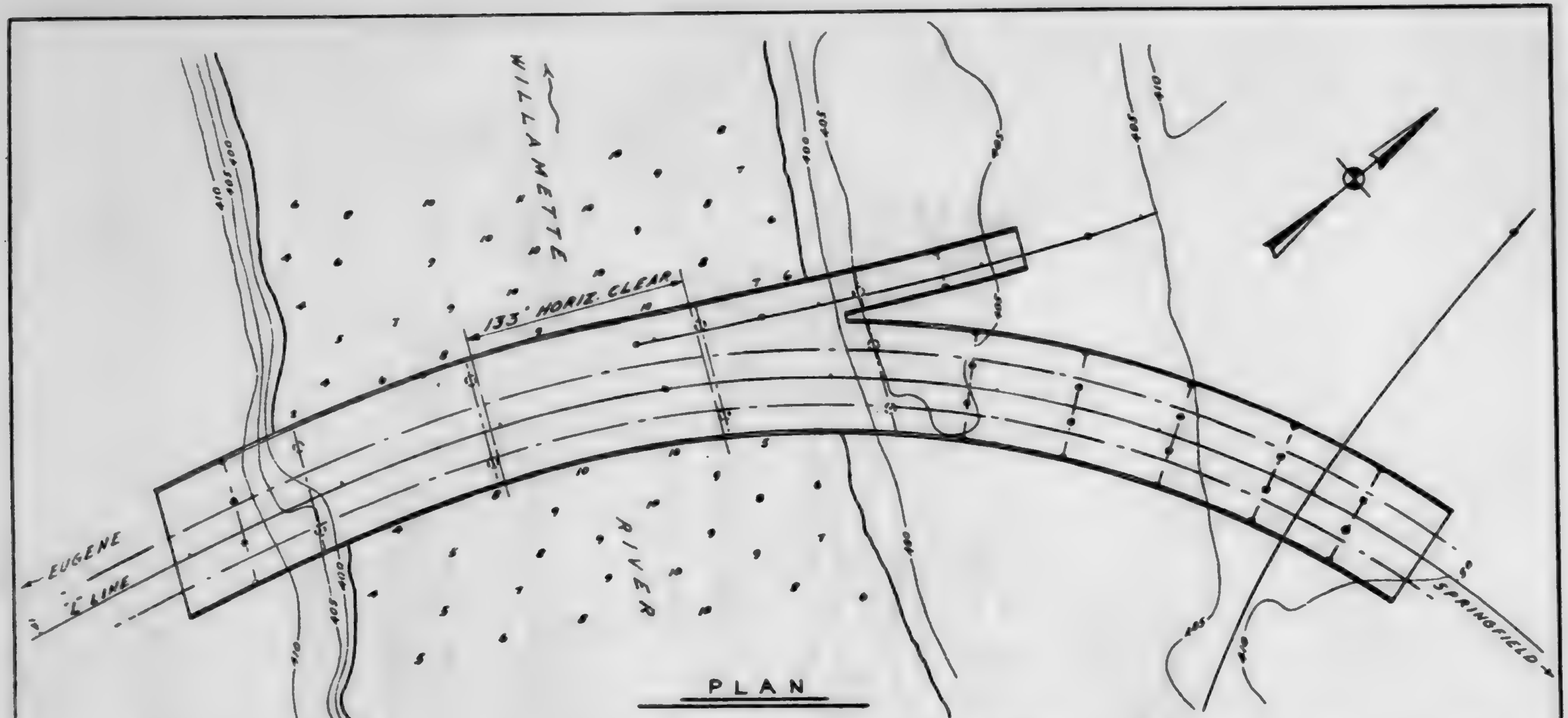
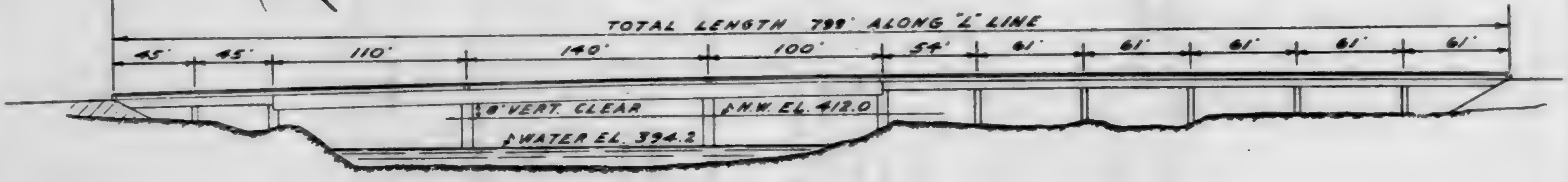
T. W. RAGSDALE
Chief, Operations Division

NOTED



PLAN



DEVELOPED ELEVATION

SCALE IN FEET
0 50 100 150

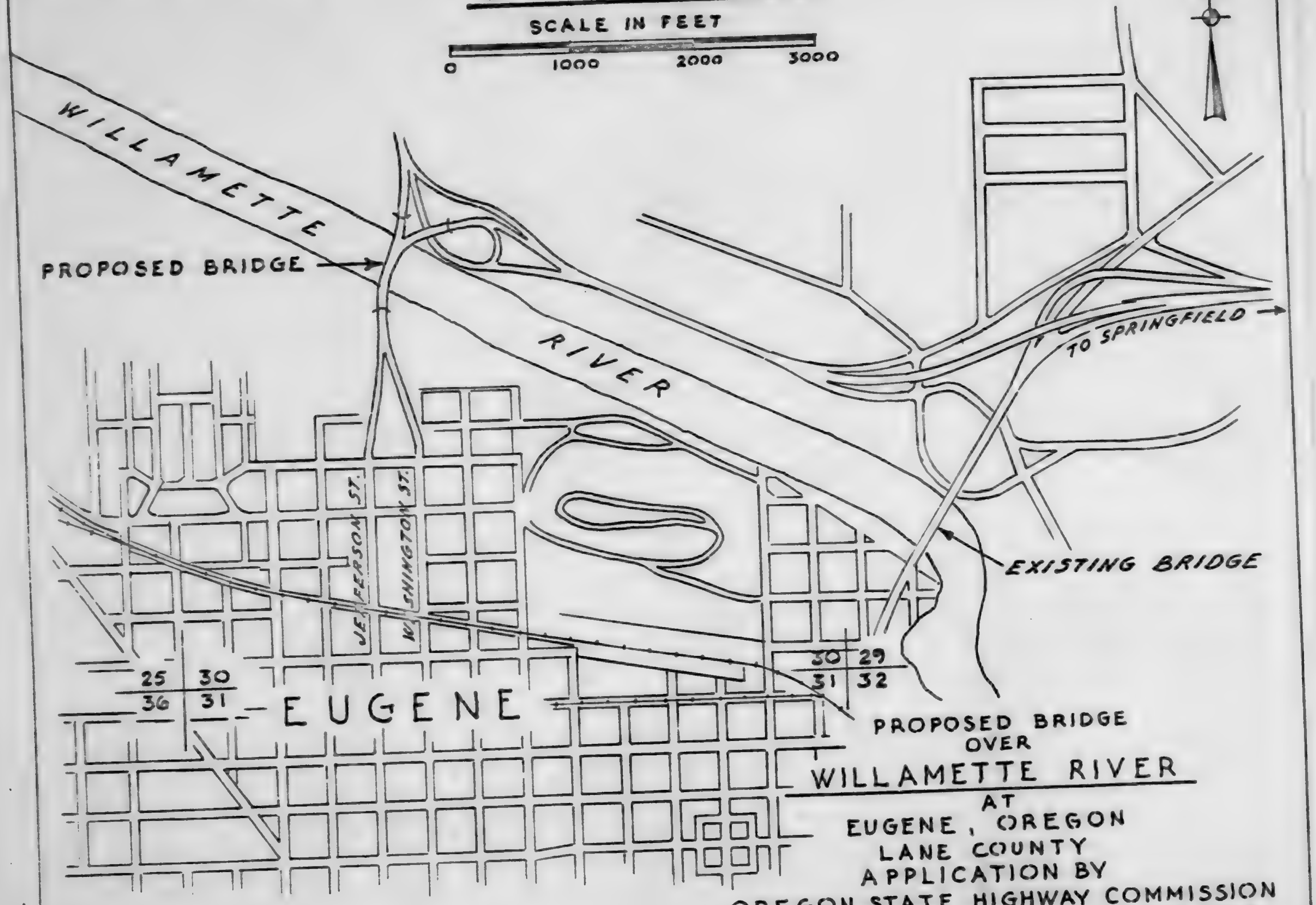
DATUM:

SOUNDINGS MADE BY OREGON STATE
HIGHWAY DEPT. APRIL 25, 1961
ARE IN FEET AND INDICATE DEPTH
BELOW WATER LEVEL ELEV. 394.2
WHICH IS 17.8 FEET BELOW CORPS
OF ENGINEERS HIGH WATER 412.0

PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
EUGENE, OREGON
LANE, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
AUG. 18, 1961 SHEET 3 OF 3

SEC. 30, T. 17 S., R. 3 W., W.M.

LOCATION MAP



PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
EUGENE, OREGON
LANE COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
AUG. 18, 1961 SHEET 2 OF 3

RECEIVED
AUG 24 1961
FOR FILING

[illegible]

[illegible]

Cross Referenced To:
Conc
Bridges
[illegible]

August 24, 1961

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: First Avenue-Coburg Road Section
Eugene-Springfield Highway
Lane County

Dear Sir:

Enclosed herewith are two applications for permit, one covering embankment to be placed within the flood plane of the Willamette River and a second covering the construction of a bridge across the Willamette River. Both of these cover portions of a project which the State proposes to construct from the "Q" Street Interchange of the Interstate Highway (I 5) to Eugene at Washington and Jefferson Streets.

Since one of these has to do with embankment and the other with a structure, I am submitting them as separate applications.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

[redacted]

cc to: Mr. W. C. Williams

RECEIVED
AUG 24 1961
FOR FILING

August 24, 1961

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: First Avenue-Coburg Road Section
Eugene-Springfield Highway
Lane County

Dear Sir:

The State proposes to construct a spur line from the Interstate Highway (I 5) at the "Q" Street Interchange westerly along the north bank of the Willamette River to a point opposite Washington and Jefferson Streets in Eugene. At this point, it is proposed that a bridge be constructed across the Willamette River.

I enclose herewith three tracings, and four prints from each of the tracings, showing the general location, the detailed location and a plan and elevation of the proposed structure. The State requests that the matter receive your consideration, and that a permit for the structure be granted.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

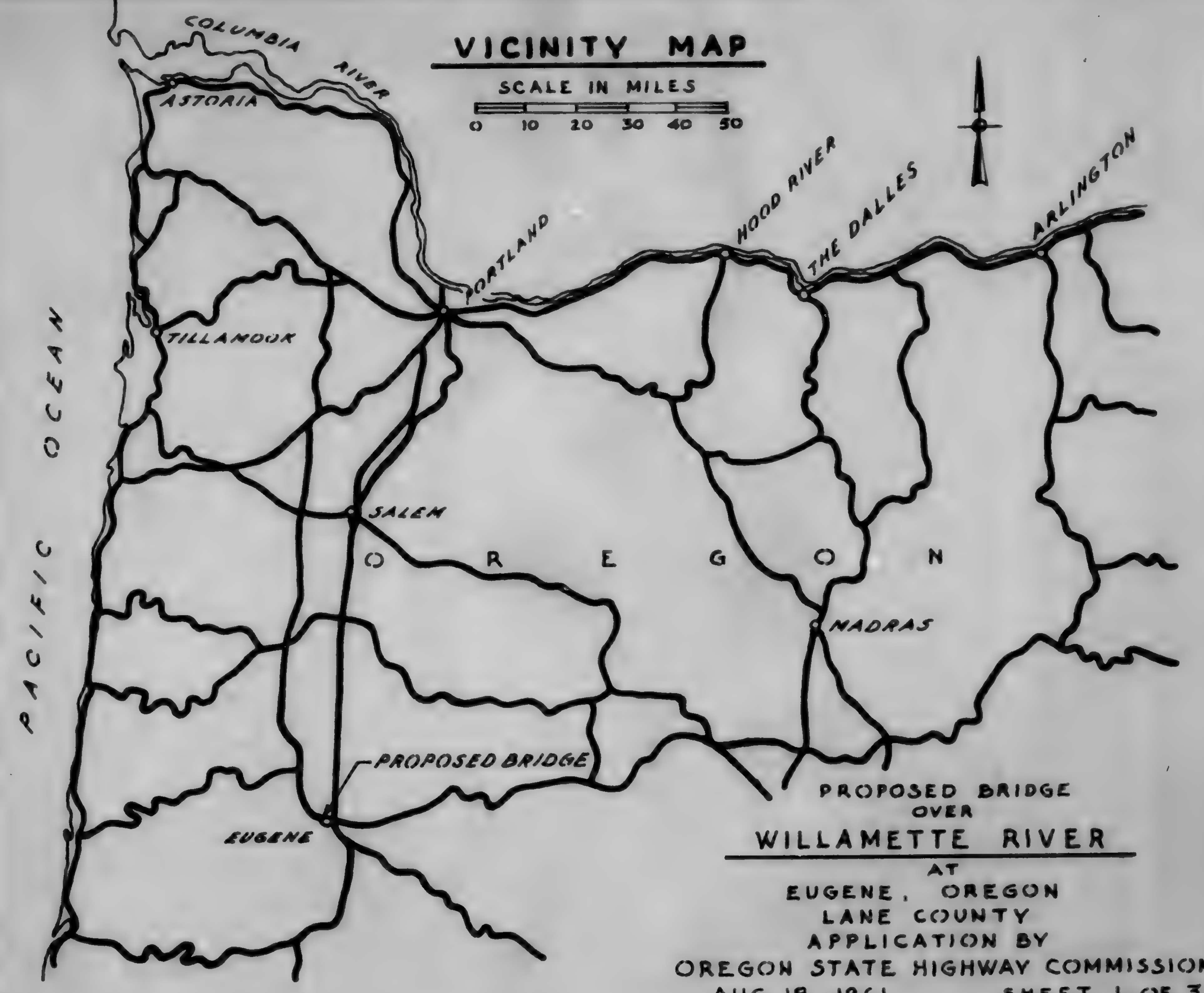
GSP:se

cc to: Mr. W. C. Williams

TRIM LINE

VICINITY MAP

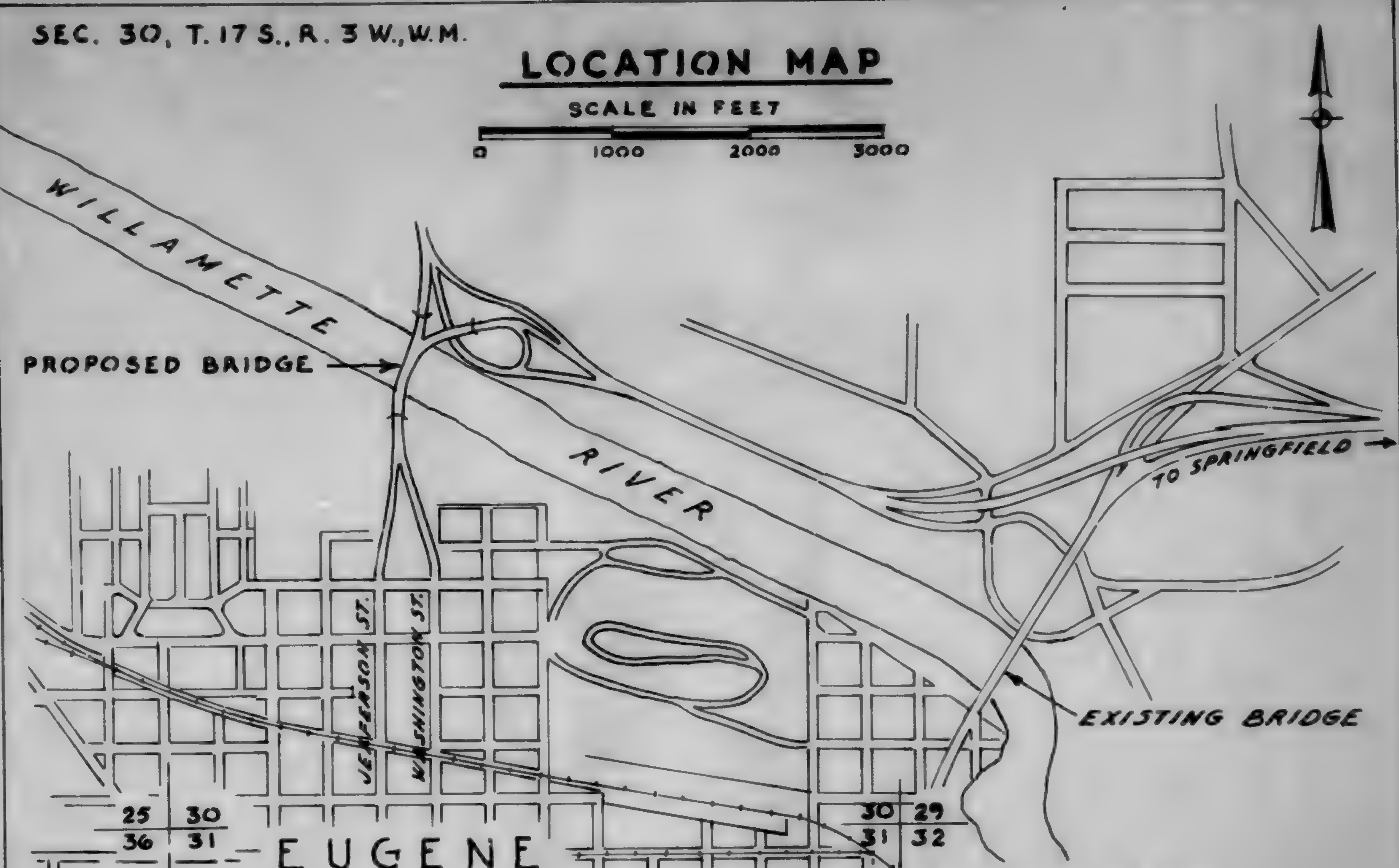
SCALE IN MILES



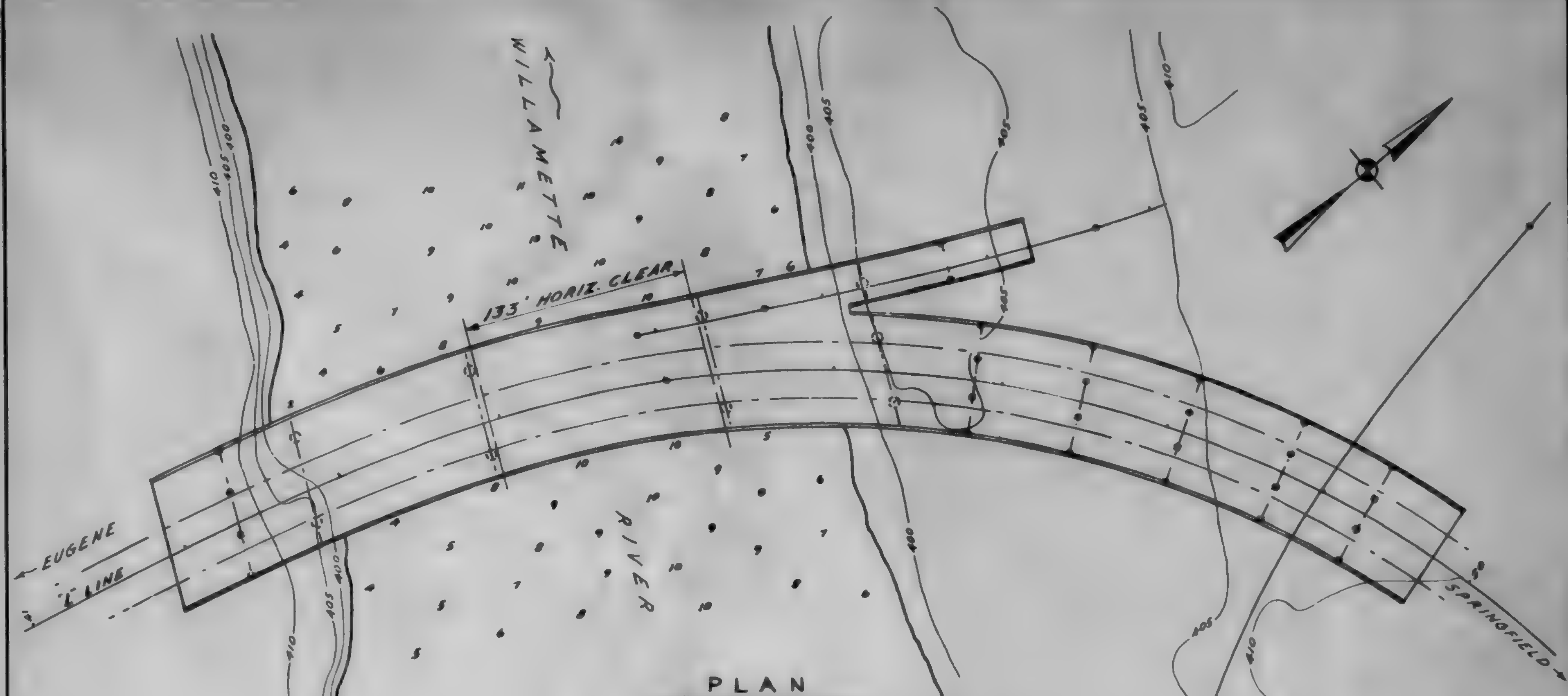
PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
EUGENE, OREGON
LANE COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
AUG. 18, 1961 SHEET 1 OF 3

SEC. 30, T. 17 S., R. 3 W., W.M.

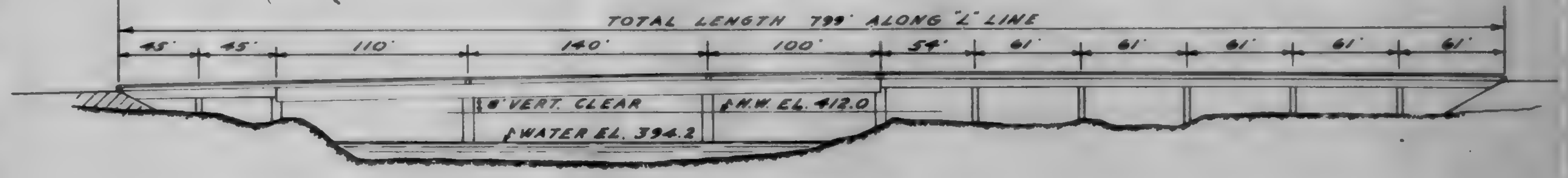
LOCATION MAP



PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
EUGENE, OREGON
LANE COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
AUG. 18, 1961 SHEET 2 OF 3



PLAN



DEVELOPED ELEVATION

SCALE IN FEET
0 50 100 150

DATUM:

SOUNDINGS MADE BY OREGON STATE HIGHWAY DEPT. APRIL 25, 1961 ARE IN FEET AND INDICATE DEPTH BELOW WATER LEVEL ELEV. 394.2 WHICH IS 17.8 FEET BELOW CORPS OF ENGINEERS HIGH WATER 412.0

PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
EUGENE, OREGON
LANE, COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
AUG. 18, 1961 SHEET 3 OF 3

RECEIVED
AUG 24 1961
FOR FILING

August 24, 1961

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: First Avenue-Coburg Road Section
Eugene-Springfield Highway
Lane County

Dear Sir:

The State proposes to construct a spur line leading from the Interstate Highway (I 5) at the "Q" Street Interchange westerly along the north bank of the Willamette River to a point approximately opposite Washington and Jefferson Streets in Eugene. At this point, the State will construct a bridge across the Willamette River. The approaches to this bridge are partially within the flood plane of the Willamette River.

Enclosed herewith are three tracings showing the general location of the project, the detailed location and cross-sections at three points where the embankment will be within the flood place, and three sets of prints from these tracings. The State requests that this matter be given your consideration, and that a permit for the embankment be granted.

Very truly yours,

W. C. Williams
State Highway Engineer

By

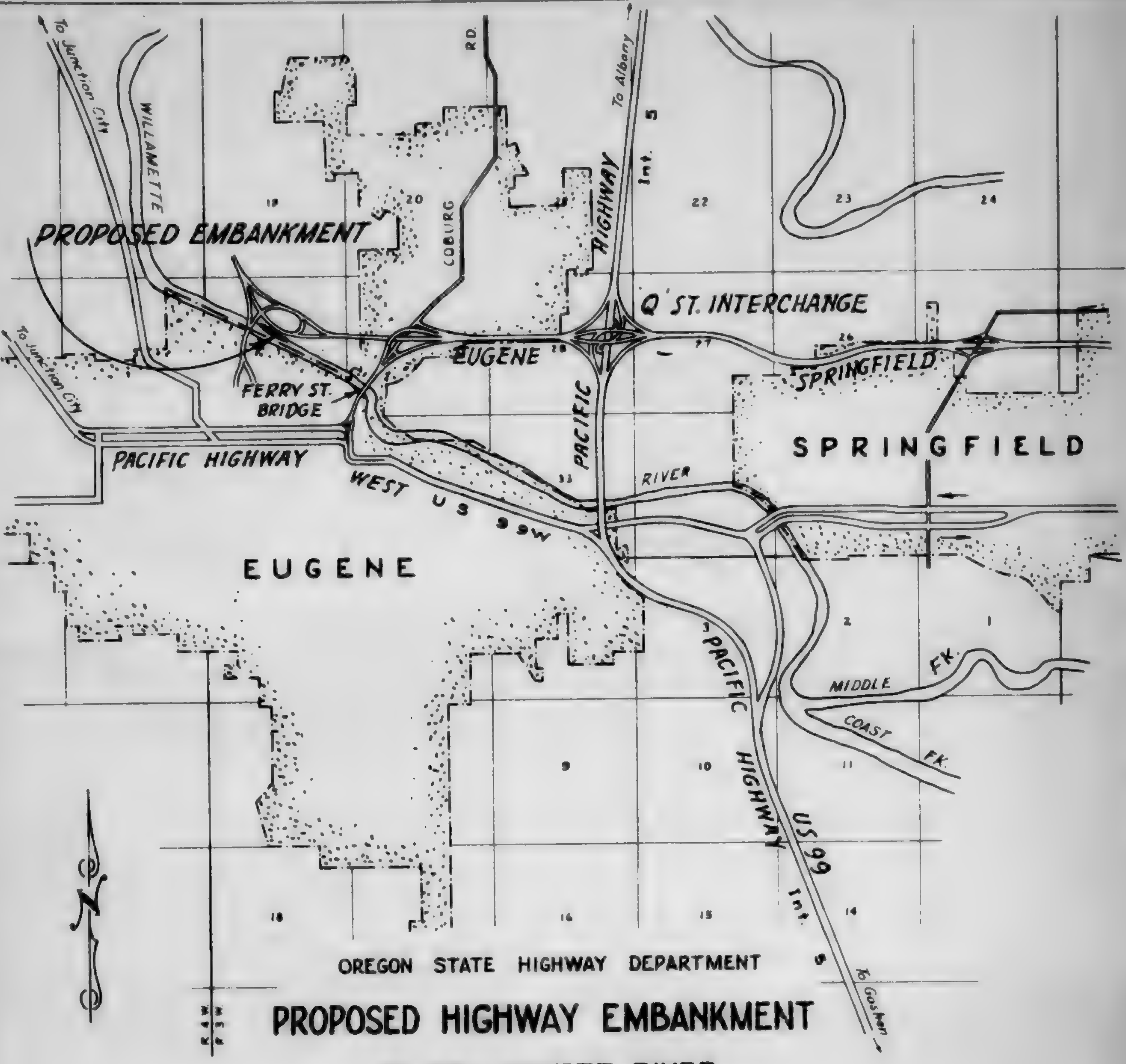
G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:as

cc to: Mr. W. C. Williams

PROOF COPY



OREGON STATE HIGHWAY DEPARTMENT

PROPOSED HIGHWAY EMBANKMENT IN WILLAMETTE RIVER

FIRST AVE. - COBURG RD. SECTION

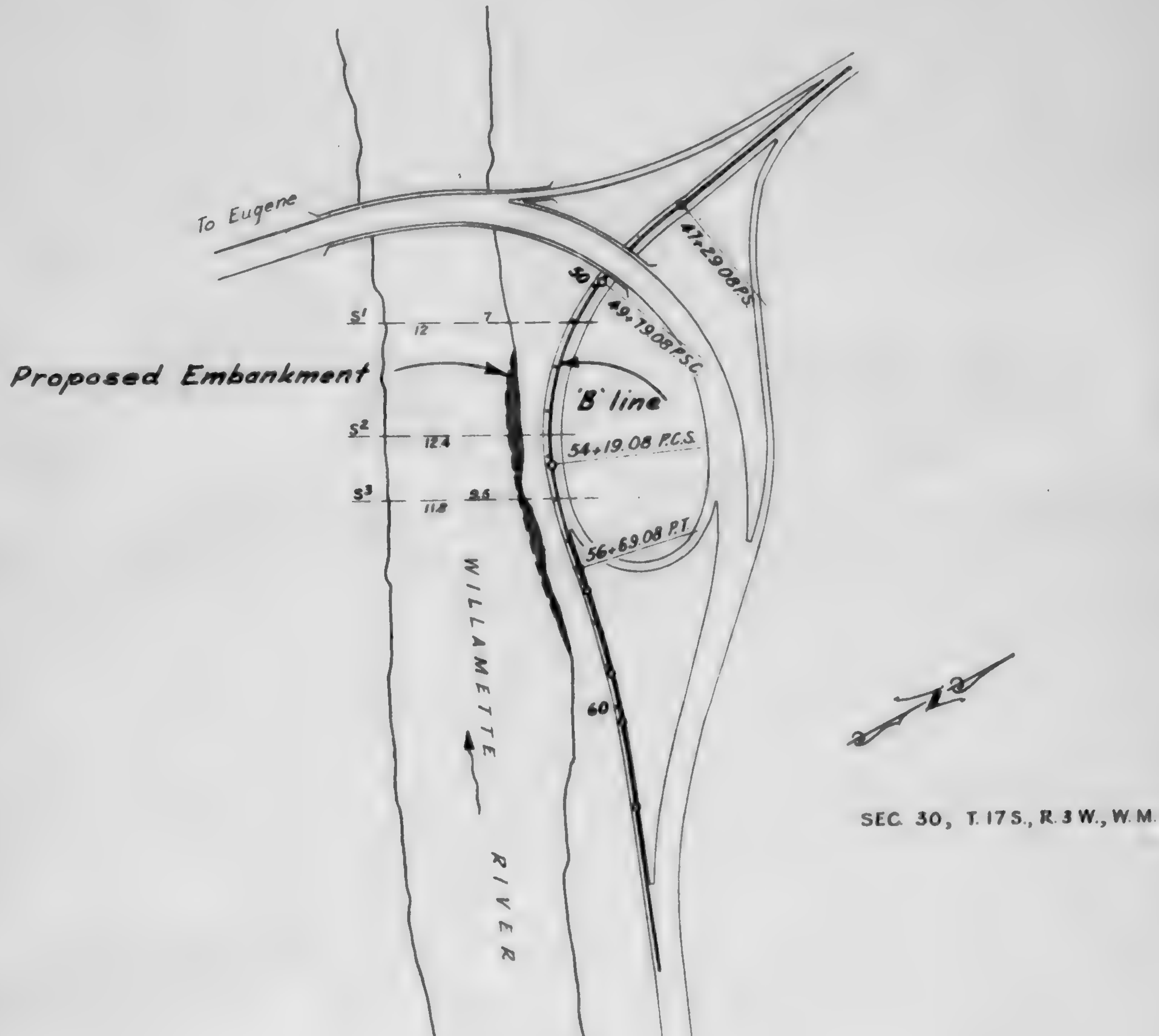
EUGENE - SPRINGFIELD HIGHWAY

LANE COUNTY

OREGON

June, 1961

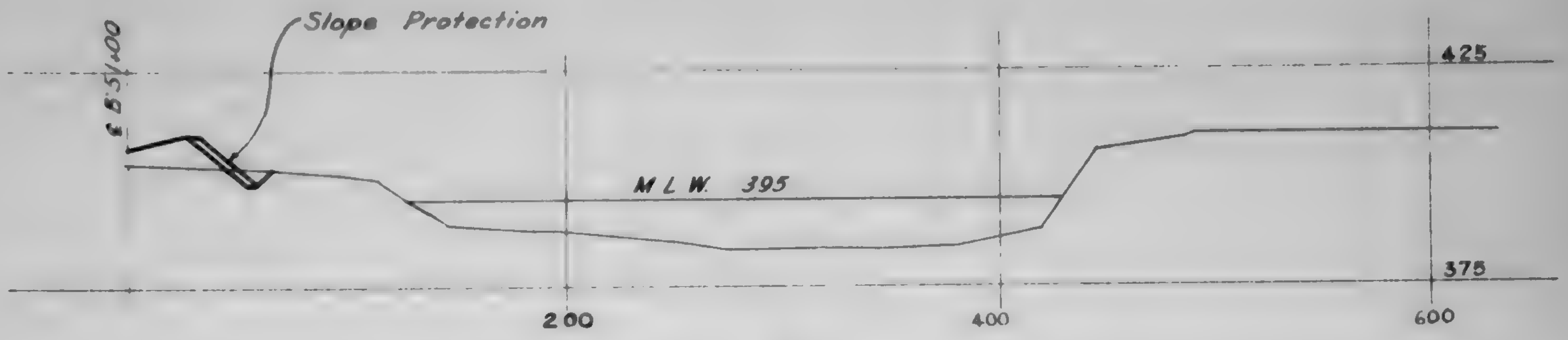
Sheet 1 of 3



PROPOSED HIGHWAY EMBANKMENT IN WILLAMETTE RIVER

FIRST AVE. – COBURG RD. SECTION

SCALE 1" = 400'



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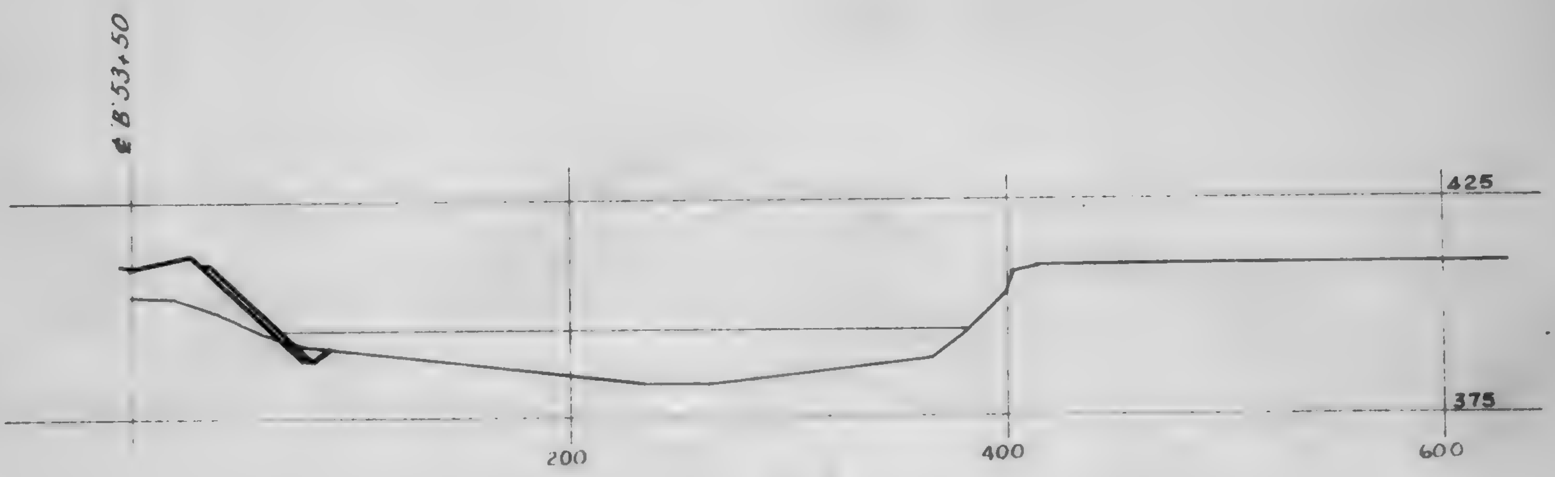

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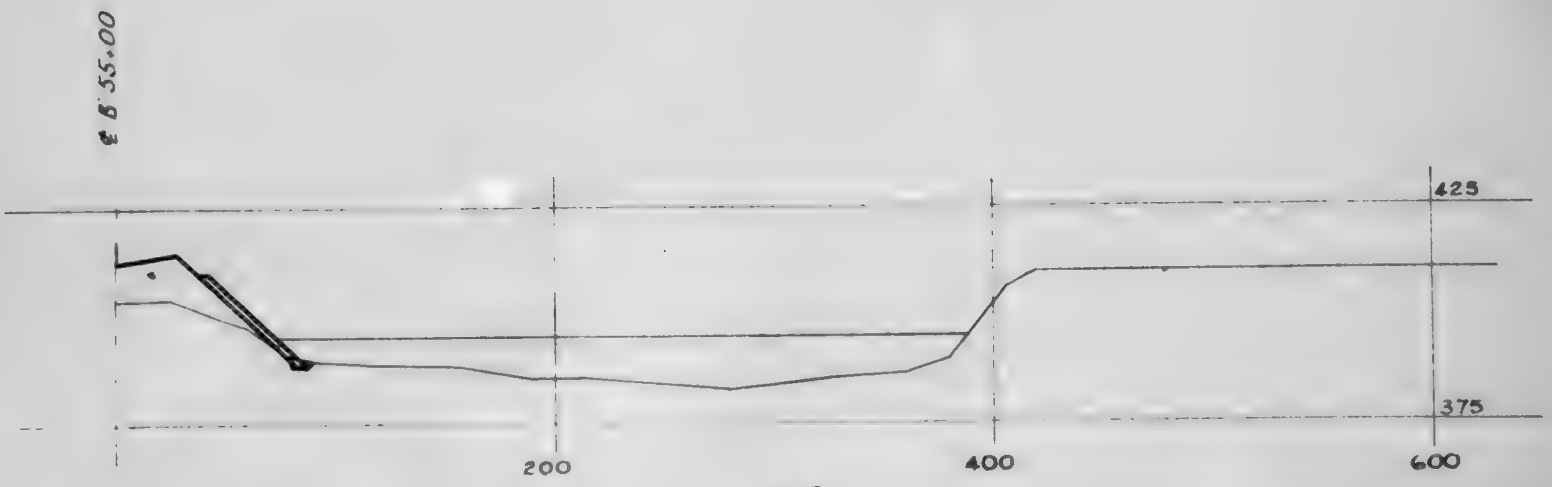


S^3

TYPICAL SECTIONS

FIRST AVE. – COBURG RD. SECTION

Scale 1" = 50' vert.
1" = 100' horiz.

Sheet 3 of 3

RECEIVED
JUL 24 1961
FOR FILING

7-105-11(116)196

[illegible]

July 21, 1961
Salem, Oregon

Mr. G. S. Paxson

Willamette River Crossing
First Street-Coburg Road Section
Eugene-Springfield Secondary Highway

Tabulated below are predicted stages at the old Springfield gage for a 50-year flood and a repetition of the 1861 flood. These represent the current thinking of the Hydrologic Branch, Portland District, Corps of Engineers. Shown also are the discharges for these stages, the probable corresponding elevations at the Ferry Street gage and at the proposed bridge site, and high water marks and discharge for the flood of February 10, 1961.

Flood	Stage at Springfield Gage, ft.	Discharge c.f.s.	Elevation at Ferry Street Gage, ft.MSL	Elevation at Proposed bridge site, ft. MSL
1861	13.7	85,000	412.6	408.0
50-year	12.6	70,000	411.5	406.9
Feb.1961		68,000	411.3	406.7

The elevation of the water surface at the proposed bridge side for the 1861 flood has been raised as a result of additional high water mark measurements made recently. The predictions for the 50-year flood and the repetition of the 1861 flood have been raised accordingly.

The main north bank is fairly high with a shallow overflow area and minor gully behind the bank. The quantity of flow handled by the overflow area is relatively insignificant compared with the flow in the main channel and I feel it would do no harm to completely block this overflow area. This would permit placing the toe of the "C" Line structure at Station C46+70. On the "L" Line, the structure beyond Station L46+70 would serve no function other than to provide grade separation at Station L43+98.

A structure with no encroachment on the main channel would result in backwater of about 0.4 foot, two thirds of which would be due to piers in the main channel. The mean velocity in the channel is high--12.8 f.p.s.

The embankment encroachment upstream at Station B51+00 to B59+00 would not appreciably increase the backwater but would cause the bridge backwater to be extended farther upstream.

Probably the greatest effect of the embankment encroachment would be to deflect the current toward the south bank at, and downstream from, the bridge. Mr. Walter Hull, on whose property the south end of the bridge will be built, states that when he bought his property in 1947 there was a 15-foot channel against the south bank at center line. This he claims was a consequence of the current cutting diagonally across the channel from the north end of the rock reef at Station B61+00. Mr. Hull and other property owners on either side of him have subsequently filled into the river with dirt, rock, masonry, car bodies and brush so that the top of the bank now extends up to 30 feet toward the river. The fill that Mr. Hull made seems to be rather stable but that on either side of him experiences settlement. Whether this is due to compression of decomposed organic matter or erosion of the toe of the fill I do not know.

In view of the uncertainty as to if and where increased erosion might take place, it seems uneconomical to plan on protecting any more of the bank than that in the immediate vicinity of the bridge end.

As for securing help from the Corps of Engineers in reinforcing the entire bank in this area, it was the opinion of Mr. Vern Jones of the Corps that since the Department is possibly going to aggravate the situation the Corps would probably maintain a hands-off attitude.

John C. Jenkins
Asst.Research Engineer

JCJ:ms

cc I. D. Merchant
Tom Edwards

RECEIVED
JUL 18 1961
FOR FILING

T Fa5-4(1.1)

[illegible]

July 18, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Attention: Mr. Kendrew

Dear Sir:

We are having some difficulty in locating railroad stations and other survey data on your railroad leading north from Springfield to Coburg. I would greatly appreciate having a copy of your stationing map covering at least the area through Springfield and for some distance north of the undercrossing of our "Q" Street Section of the Eugene-Springfield Secondary Highway.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams

RECEIVED
JUL 10 1961
FOR FILING

[illegible]

[illegible]

July 7, 1961

Board of County Commissioners
Lane County Courthouse
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting on April 14, 1961, adopted a survey concerning improvement of the First Avenue-Coburg Road Section of the Eugene-Springfield Highway. For your information we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting the survey (Survey Resolution No. 184-b). This resolution also extends the route of the Eugene-Springfield Secondary Highway, No. 227, and establishes it as a throughway. That portion of Survey Resolution No. 120-a, adopted on November 3, 1955, as conflicts therewith is also superseded and rescinded.

You will recall that a public hearing on this project was held in Eugene on January 31, 1961, and a transcript of the hearing was sent to you. The Commission took action only after careful study of the transcript and consideration of the Highway Engineer's recommendation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:
rj

cc: Mrs. Olga Freeman, County Clerk
Hon. E. E. Cone, Mayor, City of Eugene
Victor Wolfe

RECEIVED
1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-605-4(100)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 16, 1961

Mr. Donald D. Derickson, President
Springfield Chamber of Commerce
Box 155
Springfield, Oregon

cc

Dear Mr. Derickson:

Your group transmitted a resolution to the State Highway Commission, dated May 12, 1961, in which you made reference to the so-called "Q" Street Project in the Eugene-Springfield area. In your resolution, you refer to the matter of "additional funds which might be available through the use of 'urban' monies."

Types of funds to be used on highway projects are somewhat complex and difficult to explain by letter. It was the instruction of the Highway Commission, at its meeting on June 9, that we send a representative to discuss this matter with you, explain the highway financing picture as between the various types of funds available, and to clarify this matter.

The assignment has been handed to our Administrative Assistant, Mr. Victor D. Wolfe, who will contact you in the near future re this.

Very truly yours,

W. C. Williams
State Highway Engineer

By Original signed
Forrest Cooper
Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. Leonard Wildish, Chairman
Roads & Highways Committee

Mr. C. Robert Smith, Manager
Springfield Chamber of Commerce

Mr. W. C. Williams
Mr. Victor D. Wolfe ✓
Mr. Floyd Query

NOTED
V. D. WOLFE

RECEIVED
MAY 26 1961

FOR FILING

[illegible]

6148

May 25, 1961

Oregon State Highway Commission

Gentlemen:

The Springfield Chamber of Commerce has handed us a resolution which pertains to the construction of the so-called Q Street project northerly of Springfield. I am attaching a copy of it for your information.

It is evident from reading the resolution that there is some confusion in the minds of the Springfield Chamber of Commerce as to highway finances. There seems to be a popular misconception, which we have attempted to dispel, that urban funds are granted to the states over and beyond their regular highway allotments. Actually, this is not true, as all funds, other than interstate, are allocated to the states on the basis of 45 per cent primary, 30 per cent secondary, and 25 per cent urban, by Congressional direction. Also, under existing regulations, we are not permitted to use secondary funds in urban areas. In the formulating of highway programs, we must and do give consideration to the moneys available in the various classes and to the work to be accomplished. In this manner, it is possible to work out a co-ordinated program and make a fair allocation of funds between divisions.

It is my recommendation that we write an informational letter to the Chamber explaining the financial picture and inform it that construction will proceed as planned and as funds are available.

This matter will be on the agenda for your consideration at the June 9 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn me

Enclosure

EUGENE-SPRINGFIELD SECONDARY HIGHWAY

May 25, 1961

	Fund	Commission Allotments		
		Construction	Right of Way	Construc
Freeway-Mohawk Road	FAS (1)	$	$210,000	$
Mohawk Road-McKenzie Highway	FAS (6)		400,000	
Freeway-Mill St., G-P-Signing	FAS	111,100**		111,1
Mill St.-Springfield Urban Limits	FAS (7)	240,000	25,000	
3rd St. Extension-Mohawk Road	Urban (5)	100,000	100,000	
		$451,100	$735,000	$111,1
		1111	555	
		340000	180000	
		18		
		520,000		

SUMMARY

Lane County has made advance deposit of $130,000 for purchase of R/W.

Amount allocated for construction
Amount under contract
Amount not contracted

**$111,100 approved at time of contracting. It is not set out in any program.

Amount authorization for R/W
Amount programmed for R/W

attach to file

EUGENE-SPRINGFIELD SECONDARY HIGHWAY

May 25, 1961

	Fund	Commission Allotments		Contracted	
		Construction	Right of Way	Construction	Right of Way
	FAS (1)	$	$210,000	$	$ 49,000
hway	FAS (6)		400,000		350,000
gning	FAS	111,100**		111,100	
n Limits	FAS (7)	240,000	25,000		
Road	Urban (5)	100,000	100,000	———	44,900
		$451,100 1111 340,000 18 520,000	$735,000 555 180,000	$111,100	$443,900 111 100 555,000

SUMMARY

vance deposit
ase of R/W.

Amount allocated for construction	$451,100
Amount under contract	111,100
Amount not contracted	340,000

time of con-
set out in

Amount authorization for R/W	$735,000
Amount programmed for R/W	443,900
	$291,100

INDEX OF SHEETS

SHEET NO	DESCRIPTION
1	Title
2F	Bridge Summary

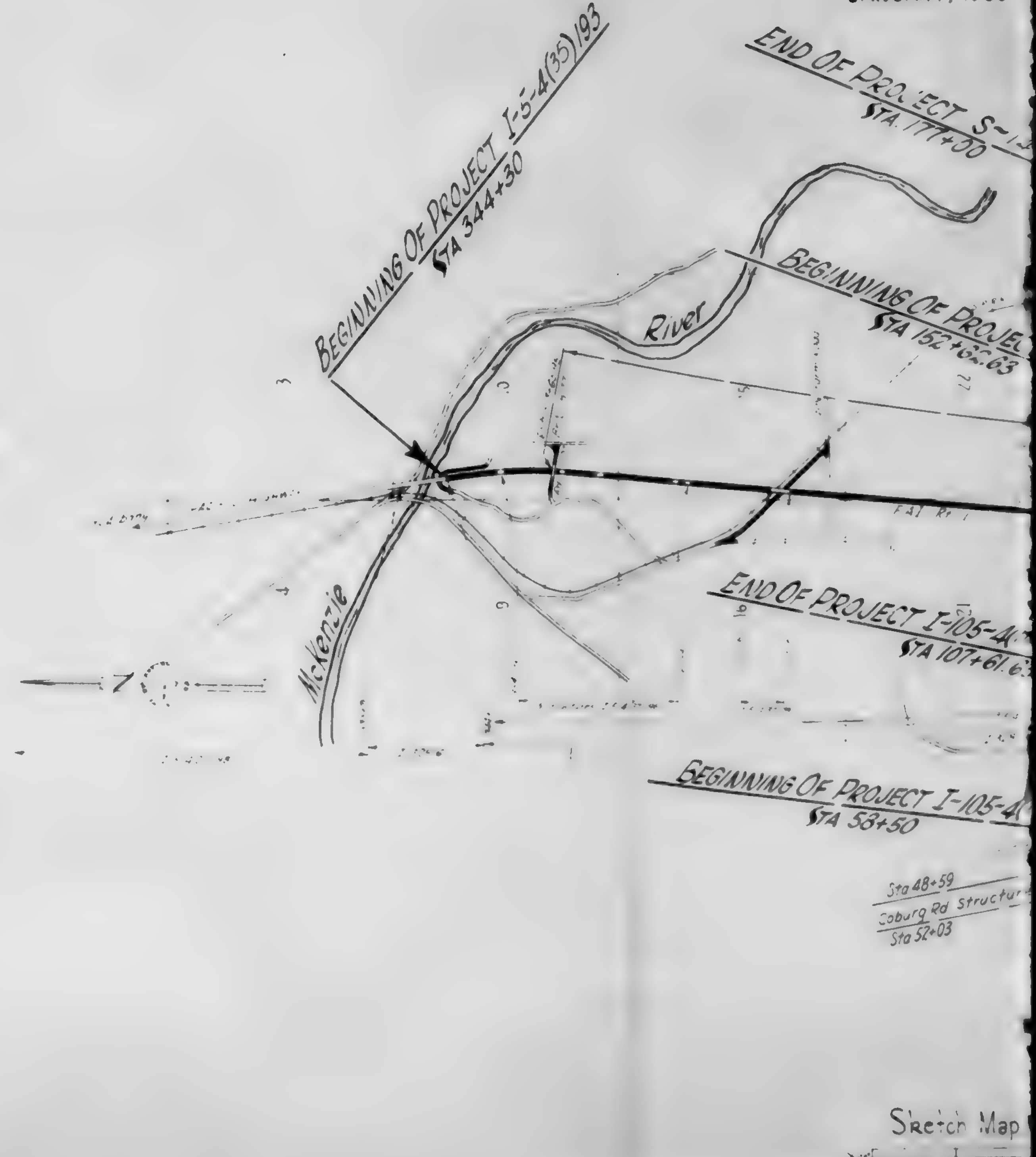
4481, 4482, 4493 14656 14660 & S-267	Br No 81.7
15453, 15454 15455 15456 14656 14660 & S267	Br No 8184
15463, 15464 15465 15466, 14656 & 14660	Br No 8186
15376, 15377, 15378 14656 & 14660	Br No 8187
15481 - 15487 incl 14657 & 14660, 15524	Br No 8700-B
15262 15263, 15264, 14656 & 14660	Br No 8689-A
15401 15402 15411, 14660 14657 & S-267	Br No 8689-B
15403 15404, 15411, 15250, 14660 & S-267	Br No 8689-C
15405, 15406, 15407, 15411, 14657, 14660, 15250 & S-267	Br No 8689-D
15408, 15409, 15410, 15411, 14657, 14660 & S-267	Br No 8689 E
15329, 15330 15331, 15250 14660 & S-267	Br No 8689-F

STATE OF OR
STATE HIGHWAY D

PLANS FOR PROPOS
PAVING &
STRUCTURES

McKENZIE RIVER~WILLAMET

PACIFIC HIGHWA
LANE COUNTY
JANUARY, 1960



Sketch Map

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

McKENZIE RIVER–WILLAMETTE RIVER SEC. PACIFIC HIGHWAY LANE COUNTY				SHEET No
				1
FED. ROAD DIV. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-4(35)193 I-105-4(104)195		See Index

E OF OREGON
IWAY DEPARTMENT

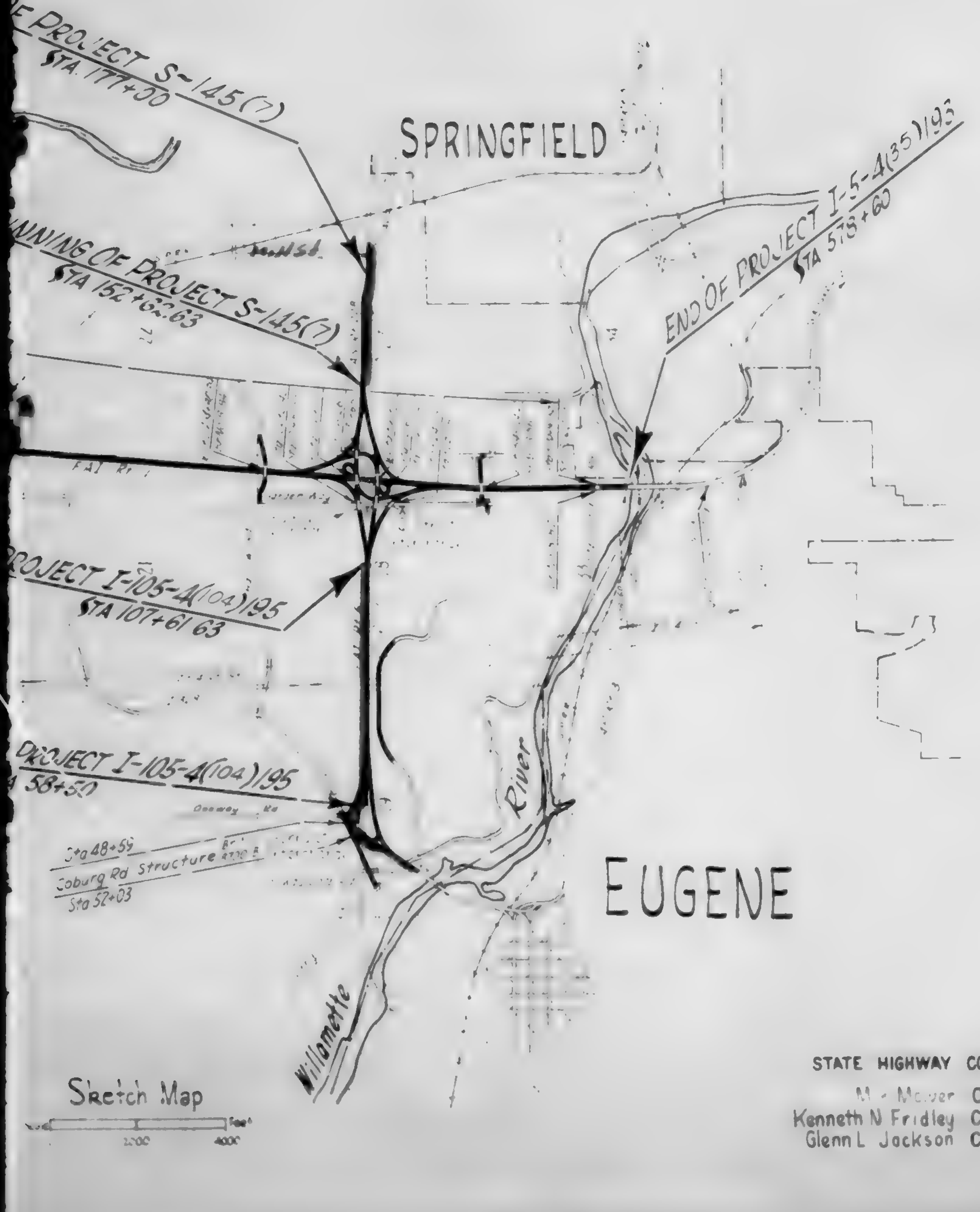
PROPOSED PROJECT

PAVING &
STRUCTURES

VILLAMETTE RIVER SECTION

ACIFIC HIGHWAY
LANE COUNTY
JANUARY, 1960

CONTRACTORS PLANS
5 GRADE SEPARATIONS



Sketch Map

W C WILLIAMS

STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION

M - Mover Chairman
Kenneth N Fridley Commissioner
Glenn L Jackson Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED

DIVISION ENGINEER DATE

RESOLUTION

The following Resolution was unanimously adopted at a meeting of the Roads & Highways Committee of the Springfield Chamber of Commerce with recommendation to the Board of said Chamber of Commerce for passage and submission to the members of the Board of the State Highway Commission and Mr. Williams, the Oregon State Highway Engineer.

WHEREAS, the "Q Street" road project serving the Eugene-Springfield area has heretofore received priority ratings both from the Chamber of Commerce in the two communities and by the Oregon State Highway Department; and

WHEREAS, certain funds have been made available and the project is undergoing right-of-way purchase and construction under plans as developed by the Oregon State Highway Department; and

WHEREAS, it is the belief of the Roads & Highways Committee of the Chamber of Commerce and its Board of Directors that rapid construction and completion of the project will be highly beneficial to the community of Springfield-Eugene, the Oregon State Highway Department both in its ability to give relief to the existing highway use and for the financial savings it will make in right-of-way acquisition and construction costs; and

WHEREAS, it has now come to the attention of the Chamber of Commerce that funds might be made available for the completion of the project through "urban" monies, where heretofore construction and acquisition had come from "secondary" funds;

NOW, THEREFORE, BE IT RESOLVED that the Oregon State Highway Commission, acting by and through its Engineer, is hereby petitioned and requested in the best interests of the communities and the Highway Department to proceed with rapid completion of right-of-way acquisition and construction of the freeway and expressway known as "Q Street" from 57th Street to its connection with the Interstate Freeway System and to apply its best judgment in the use of any monies toward such project.

BE IT FURTHER RESOLVED that the three (3) remaining years of the proposed five (5) years plan of completion of the "Q Street" project be reconsidered in light of the additional funds which might be made available through the use of "urban" monies.

Adopted and approved by the Roads & Highways Committee of the Springfield Chamber of Commerce on this 5th day of May, 1961.

Leonard Wildish
Leonard Wildish, Chairman of the
Roads & Highways Committee

Adopted and approved by the Board of Directors of the Springfield Chamber of Commerce on this 12TH day of May, 1961.

Donald D Derickson
Donald D. Derickson, President of
Springfield Chamber of Commerce

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
625 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKW-1.4
NPP 285/70a(Willamette R.-Bridges)-11.

15 May 1961

REFERRED TO
Paxson
By State Highway Engineer

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. W. C. Williams, State Highway Engineer

Dear Mr. Williams:

Receipt of your letter dated 8 May 1961 concerning the proposed First Avenue-Coburg Road Section of the Eugene-Springfield Highway is acknowledged.

An inspection of your plans indicates an application for a permit for the embankment at the interchange will be necessary, since the work will extend below ordinary high water. Your plans should indicate both sides of the river so that effects of your proposed embankment on the opposite bank can be evaluated.

The application for the proposed bridge should include the following statement: "Low water corresponds to an elevation of 395.0 feet above mean sea level." It is believed maximum controlled flows will not exceed a water surface elevation of 412.0 feet.

Please call on me if you need additional information.

Very truly yours,

for T. W. RAGSDALE
Chief, Operations Division

NOTED

RECEIVED
MAY 17 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 17 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 9 1961
FOR FILING
[illegible]
[illegible]

May 8, 1961

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Willamette River Bridge
First Ave.-Coburg Rd. Section
Eugene-Springfield Highway
(Washington and Jefferson
Streets Line)

Dear Sir:

We are making preliminary studies for a bridge across the Willamette River opposite Washington and Jefferson Streets in Eugene. This would be a connection into Eugene from the present interchange at the northerly end of the Ferry Street Bridge. It will be a spur off of the Interstate Highway System.

Our interchange at the northerly end of the proposed bridge extends into the flood plane of the Willamette River. I attach hereto two prints from Drawing 16708 and two prints from profiles across the Willamette River on sections S^1 to S^4 inclusive as shown on the map. I am in some doubt as to whether the embankment for this interchange will require a permit from your office; if so, I will make up the necessary formal application for permit.

Based upon a U.S.E.D. chart showing flood elevations along this section of the river, it is our estimate that the 50-year flood frequency would reach elevation 410', and a flood comparable to the 1861 flood would reach elevation 411. This is under the assumption that the Hill Creek Dam and Reservoir is operating. I understand too that the proposed Fall Creek Reservoir might lower the high water another foot.

So that you may be familiar with the entire project, I also attach a print from a large scale drawing entitled "Jefferson

Street-Washington Street Couplet-Coburg Road" , dated July 1959, on which the layout from the proposed bridge upstream to and including the Ferry Street Bridge is shown.

Your advice would be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams
Mr. Tom Edwards

RECEIVED
MAR 27 1961

FOR FILING
[illegible]

March 27, 1961

Oregon State Highway Commission

Gentlemen:

Our survey on the First Avenue-Coburg Road Section of the Eugene-Springfield Highway has been completed. This is an extension of Interstate Highway 105. It extends westerly from Coburg Road and crosses the Willamette River into the Washington-Jefferson Street area of Eugene. A public hearing was held, and there were no objections. A copy of the hearing transcript has been furnished you.

The beginning point of this survey is at First Avenue, since First Avenue is the only through street in this area. It connects westerly to the Junction City-Eugene Secondary. The portion from First Street to Clark Avenue on Washington-Jefferson is presently paved with portland cement concrete paving and will require no work. The remainder of the section is a portion of Interstate Highway 105 and will be financed with Interstate funds.

This section is 1.3 miles in length, and I am attaching a map for your information. I request your approval of this survey and authority to purchase the necessary right of way.

This matter will be on the agenda at the March 10 meeting.

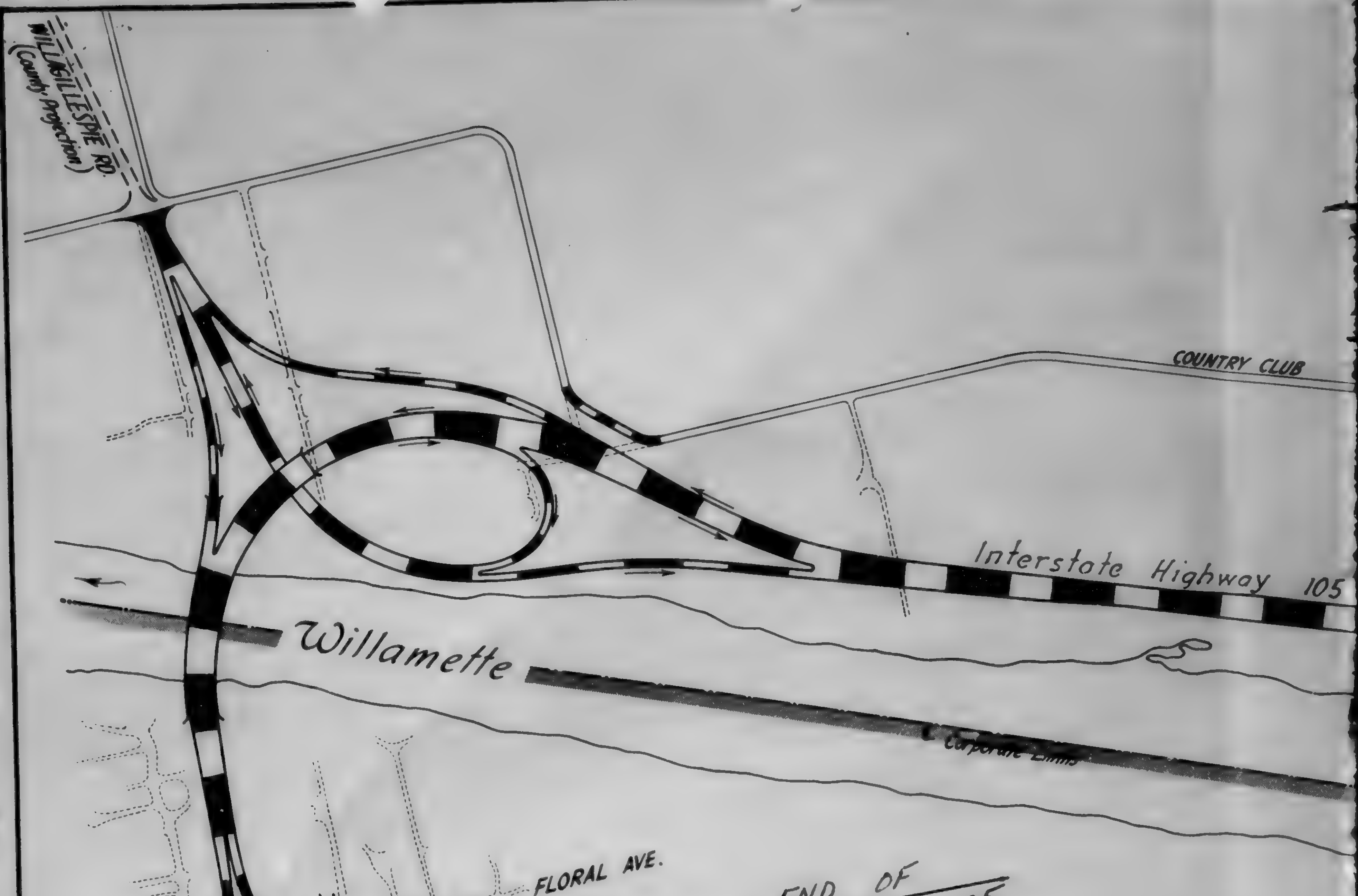
Very truly yours,

W. C. Williams
State Highway Engineer

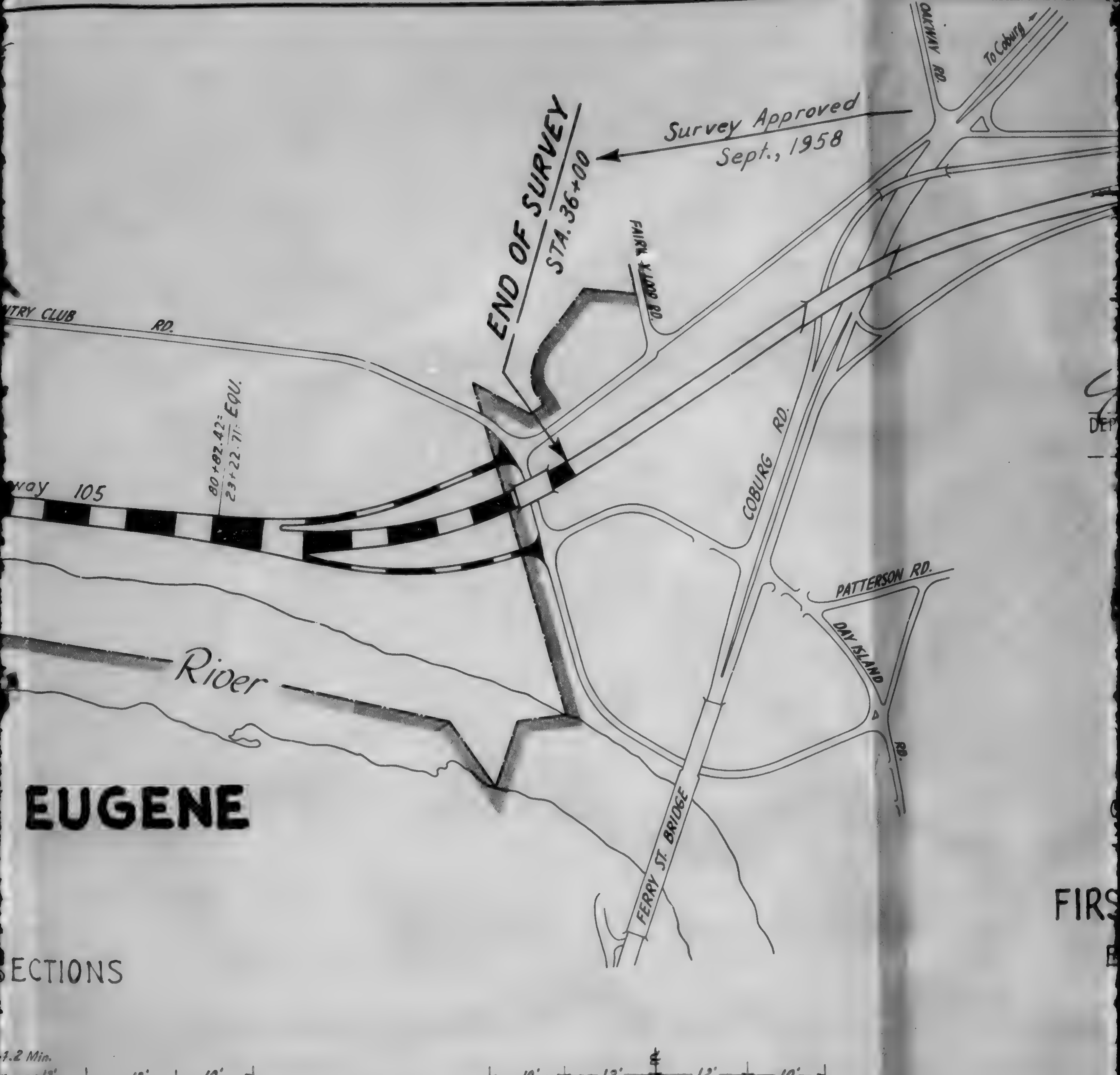
DJB:jk/TE:jw me

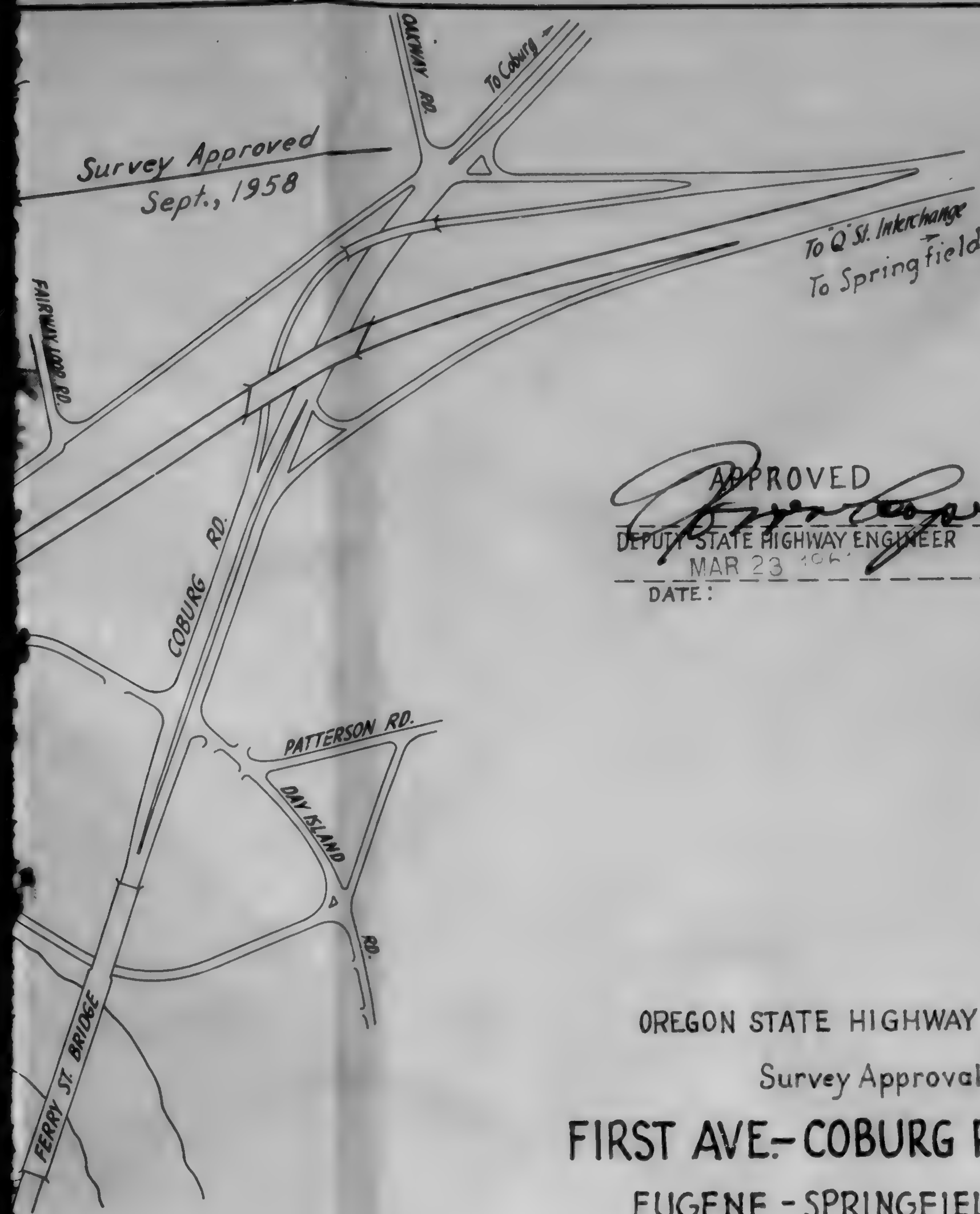
Enclosure

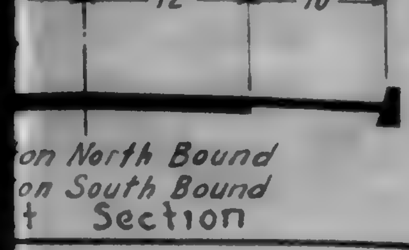
cc Tom Edwards
Walter Wright


WILLAGILLESPIE RD.
(County Projection)
COUNTRY CLUB
Interstate Highway 105
Willamette
Corporate Limits
FLORAL AVE.
ST.
ST.
ST.
CHESHIRE
AVE.
LAWRENCE
AVE.
CLARK
END OF
INTERSTATE 105
BEGINNING OF SURVEY
STA. 25+00
JEFFERSON
WASHINGTON
FIRST
AVE.
EUG
TYPICAL SECTIONS
℄
4.2 Min.
4.2 Min.
10'
12'
12'
12'
Main Roadway

1.3 Mi.


Survey Approved
Sept., 1958
END OF SURVEY
STA. 36+00
OAKWAY RD.
To Coburg
FAIRWAY LOOP RD.
NTRY CLUB RD.
80+82.42 = 23+22.71 = EQU.
way 105
COBURG RD.
PATTERSON RD.
DAY ISLAND RD.
River
EUGENE
FERRY ST. BRIDGE
SECTIONS
FIRS
DEP
1.2 Min.
12'
12'
10'
10'
12'
12'
10'
Washington North Bound
Jefferson South Bound
Street Section
adway





APPROVED

DEPUTY STATE HIGHWAY ENGINEER

DATE: MAR 23 1961

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

FIRST AVE.- COBURG RD. SECTION

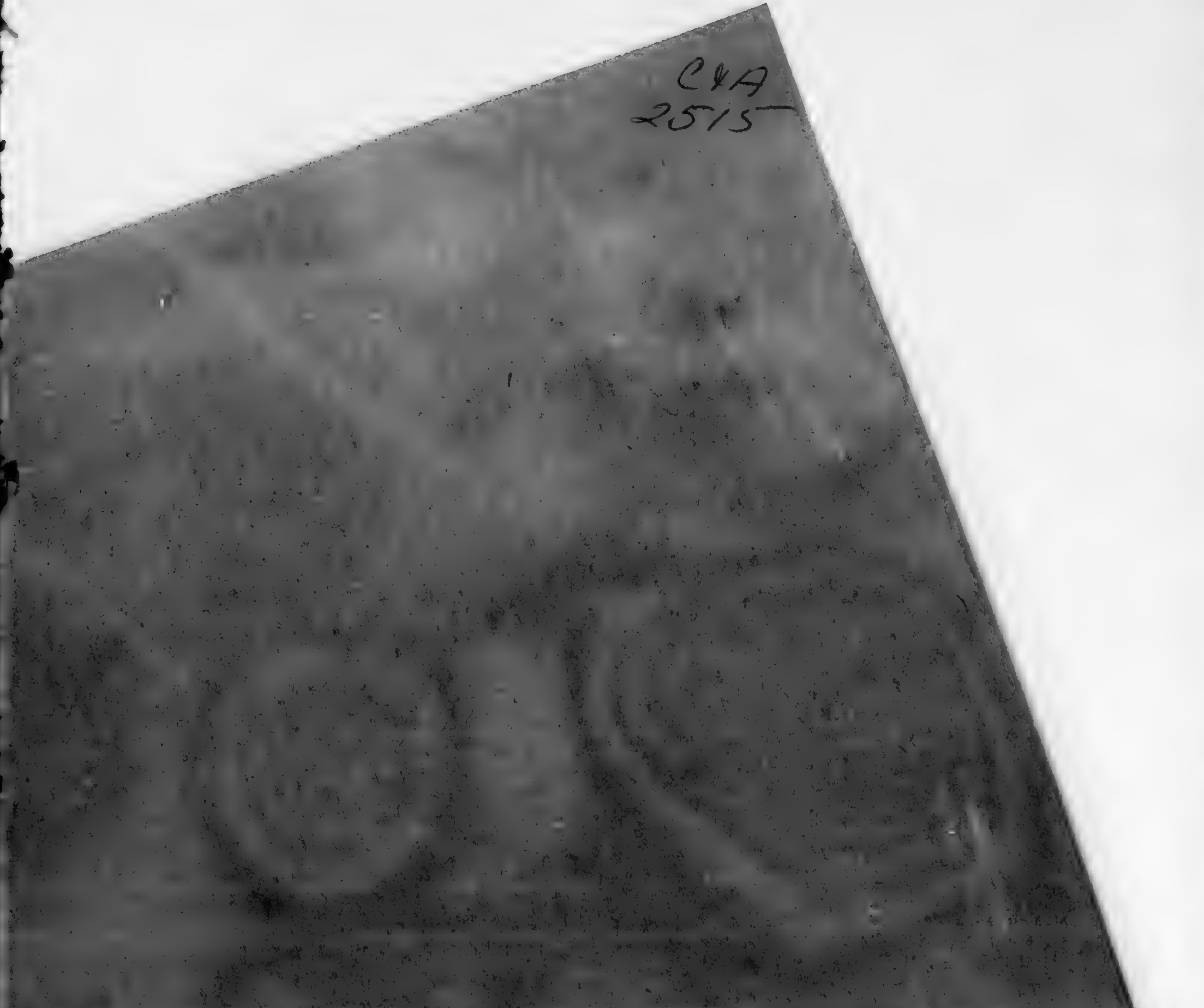
EUGENE - SPRINGFIELD HIGHWAY

LANE COUNTY

Scale: 1" = 400'   Feb., 1961

DRG. NO. 1R-3-1295

S-495(1) McTimmonds Corner-Maple Grove 1962
Sec., Maple Grove Co. Rd.,
#6149 FAS 750


C&A
2515

Fas 750

REGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-[illegible]-64	CC 845		527-1063-097

Contract 6100
S-495 (1)

Polk County
County Courthouse
Dallas, Oregon

Att: County Court

RECEIVED
FEB 6 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. M. ALLISON

NOTED
ON HARWELL

INVOICE NUMBER
P. R. [illegible]
80873

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: McTimmonds Corner-Maple Grove, FAS 750 Covered by agreement dated September 15, 1961.			
Original Advance Deposit		30,500.00	
Less amount previously transferred		23,500.00	
			7,000.00
County's share as per attached statement		30,288.84	
Less amount previously transferred		23,500.00	
			6,788.84
To be refunded			211.16

NOTED
R. H. PRANGE

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

NOTED
V. R. JONES

A 150 (REVISED 7-60)

State 9

Monthly transaction number RECEIVED OCT 3 1963	Form R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number FOR FILING 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 10-1-63	County Polk
		Project number S-495 (1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **July 27**, 19**62**, is hereby modified as follows:

Revised estimated total cost of project	$ **160,804.00**
Revised Federal funds	$ **99,632.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **1** day of **October**, 19**63**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd R. Shaw

Asst. **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **XX A. W. Parsons**
Division Engineer

By: L. R. Backlund
L. R. Backlund,
Administrative Manager

Contract [illegible]

Fo[illegible]pproved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. RECEIVED 1962	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Polk
PROJECT REPORT NO. FOR FILING	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 7-27-62	PROJECT NO. S-495(1)

S-495

6649

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 10 Mi. S. Dallas E. 3.6 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-5-62	3.6
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 148,888.00	$ 93,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer July 27, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Federal-Aid Secondary
Project No. S-495(1)

Oregon State Highway Department

McTIMMONDS CORNER-MAPLE GROVE SECTION OF

FAS ROUTE 750 IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 19, 1962

Type Code 2010
Roadway (Sta. 2+40 to Sta. 192+40)(Contract 6149)

Clearing and Grubbing	All	Required		$ 10,000.00
Drainage Excavation, Unclass.	940	cu.yd.	$3.00	2,820.00
General Excavation, Unclass.	54,000	cu.yd.	0.30	16,200.00
Short Overhaul	116,200	yd.sta.	0.01	1,162.00
Long Overhaul	1,070	C-yd.sta.	0.40	428.00
Finishing Roadbed and Slopes	3.60	mile	1000.00	3,600.00
12-inch Culvert Pipe	730	lin.ft.	2.10	1,533.00
18-inch Culvert Pipe	1,090	lin.ft.	4.00	4,360.00
24-inch Culvert Pipe	250	lin.ft.	5.60	1,400.00
18-inch Concrete Pipe	40	lin.ft.	4.00	160.00
12-inch Corrugated Metal Pipe	35	lin.ft.	4.00	140.00
60-inch Corrugated Metal Pipe	80	lin.ft.	30.00	2,400.00
Coarse Crushed Material in Base	34,000	ton	2.25	76,500.00
3/4" - 0 Material in Base	4,400	ton	2.50	11,000.00
Sprinkling	800	M-gal.	3.00	2,400.00
				$134,103.00
Adjust Water System (Private)	All	Required		$ 500.00
Flagging (57½% of Contractor's Cost)	All	Required		500.00
Signing	All	Required		250.00
				$ 1,250.00
	Subtotal			$135,353.00
	10% Engr. & Cont.			13,535.00
			Total	$148,888.00

Length of Roadway - - - - 3.600 Miles
Cost of Roadway Per Mile- $41,357.77

Federal Funds -	$ 93,700.00
State Funds -	27,594.00
County Funds- -	27,594.00
	$148,888.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
MAY 22 1963

FOR FILING

S 475 (1)

6141

May 22, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On March 27, 1963, we wrote to you concerning release of final payment on contract #6149, awarded to D. F. McKenzie for grading-stone base on the McTimmonds Corner-Maple Grove Section of FAS Route 750 in Polk County.

Final payment on this contract is $6,804.12 and the total contract amount is $143,023.45, including $1,247.04 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. D. F. McKenzie
1465 Mission Street SE
Salem, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

Polk

FORM E-30X—50M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1963

NOTED
H. S. COX

SUBJECT:

To:

MEMO TO THE FILES

NOTED
R. H. PRANGE

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
V. R. JONES

B.P.R. Area Engineer Glenn Hosmner and I inspected yesterday the McTimmonds Corner-Maple Grove Section, which was a Federal Aid Secondary county project in Polk County. This project was inspected some time ago with Polk County, who accepted it, at which time the contractor was released. This inspection was for Bureau concurrence.

Hosmner agreed it was acceptable. The surface in the traffic paths was very dense and firm except for some potholes due to the recent rains. This was true throughout except for two localised minor soft spots, one of which was beyond the normal shoulder line in the rock slope.

G. W. Wimer
Assistant Division Engineer

GWW:AM
cc Mr. F. D. Morgan
Mr. L. H. Young
Mr. H. S. Cox
Mr. H. N. Hoover

RECEIVED
MAY - 9 1963
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
APR 24 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: McTimmonds Corner-Maple Grove Section
Oregon Project S-495(1)

Dear Sir:

In accordance with your request of March 28, we have asked the Division Engineer to provide us with answers to the questions raised in this Memorandum.

The Division Engineer stated that the soft spots which were in evidence at the completion of the contract work have healed over and no additional work was necessary. The County officials have inspected the job and found it to be satisfactory.

As to the final record samples and measurements, I wish to call your attention to the fact that of the 17 tests taken from the belt during production, all passed the sand equivalent test with the exception of one on the base rock. All of the 3/4"-0 samples passed. Evidently, the material degrades during placement on the road and final record samples showed this specification to be low.

As to the lack of depth of the surfacing materials, the final samples were taken after the project had been turned over the County and the County's maintenance forces had bladed the roadway several times. You will note that the widths across the top exceeded the plan width by as much as 10 feet, plus the actual quantity was spread over a greater area causing a loss in depth.

We feel that when the project was completed that the depth was there and the job should be accepted. Material certification will be furnished by our Laboratory at an early date.

Very truly yours,

F. D. Morgan
Construction Engineer

By J. F. Putnam

J. F. Putnam
Assistant Construction Engineer

JFP:fp

cc: Lloyd Shaw

NOTED
LLOYD P. SHAW

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 6, 1963

Section McTimmonds Corner-Maple Grove

Kind of work Grading and Surfacing

Highway FAS 750 County Polk

Section prefix 527-1063

Contractor D. F. McKenzie

Contract number 6149

Date of contract July 17, 1962

Specified work days 55

Date work started Aug. 9, 1962

Work days used 58

Project authorization $ 152,457.75

Exclusive of engineering $ 141,616.31

Per cent of time elapsed 105 %

Estimated cost of completed project, exclusive of engineering $ ~~142,500~~ 143,280

Estimated per cent overrun or underrun +2 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 10,841.44

Engineering cost to date $ 12,600, 116 %

Date project was completed March 11, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Officeman worked 2 days on semi-final estimate.

Semi-final estimate submitted to Division Office Friday, April 5, 1963.

Project completed.

FINAL REPORT

CONSTRUCTION DIVISION
APR 8 1963
MRB FE

NOTED
JOHN R. OAKES

Signed D N Hoover

Address 3400 Spicer Road, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.6	3.6			
Miles partially completed					
Miles completed	3.6	3.6			
Total estimated quantities (contract)	54,000 cy	38,400 t			
Total quantities corrected to date	48,428	42,500			
Estimated quantities moved or placed to date	48,428	42,500			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	fair		
Tuesday	"		
Wednesday	shrs		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
APR 3 - 1963
FOR FILING

[illegible] (1)

144

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

March 28, 1963

A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project S-495(1)
McTimmonds Corner-Maple Grove Section
Polk County

Mr. Young's March 18, 1963 letter advised that work which was completed on the subject project on November 30, 1962 was accepted by the Polk County Court on March 11, 1963.

Your department had reached an agreement with county officials to delay acceptance of this Secondary Road Plan project due to some "soft spots" having developed in the surfacing which would be dug out by the contractor as an item of extra work if such deficiencies were still evident this spring.

We have a copy of your Division II Geologist's December 6, 1962 report on final record samples and measurements indicating slight variations from project specifications -- low sand equivalent; non-specification gradation and insufficient depth.

Advice would be appreciated as to whether any corrective action in connection with the "soft spots" was considered to be necessary by your department, as well as your views as to their probable cause, and if you now consider the surfacing to be adequate. Your materials certification also should be furnished at an early date.

RECEIVED
MAR 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

Original to Young   Copy To Morgan 4-3-63

RECEIVED
MAR 27 1963
FOR FILING

[illegible] (1)

6149

9

March 26, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed November 30, 1962, on Contract 6149. The contract was with D. F. McKenzie and was for grading and stone base on the McTimmonds Corner-Maple Grove Section of FAS Route 750 in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 25, 1963, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Office of

County Court of Polk County

Dallas, Oregon

PHONE 623-2206

C. M. Barnhart
Polk County Judge

Allen A. Dunn
PolK County Commissioner

C. L. Burbank
Polk County Commissioner

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
DON HARWELL

March 11, 1963

Oregon State Highway Commission
Salem, Oregon

Attention : R. B. Asburry Division Engineer

Dear Sir:

Inspection has been made by the Polk County Engineers accompanied by Divsion Engineer Asburry, of the Maple Grove McTimmons Corner, Federal Aid Secondary. We are satisfied with the construction of this project and are willing to accept same in it's present condition.

Very truly yours,

C. M. Barnhart

POLK COUNTY COURT
C. M. Barnhart
County Judge

RECEIVED
MAR 13 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. D. ASBURRY

RECEIVED
FEB 18 1963
FOR FILING

[illegible] (1)
6149

3g
1-31-63

January 31, 1963

Mr. D. F. McKenzie
[illegible]
Salem
Oregon

Dear Sir:

The State Highway Commission, at its meeting on January 31, 1963, discussed with the Engineer your request for an extension of time on contract #6149. You requested 3 additional workdays within which to complete grading- stone base of the McTimmonds Corner-Maple Grove Section, [illegible] in Polk County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted your request for 3 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

hc

cc: R. D. Asbury
H. N. Hoover
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Nelson

RECEIVED
JAN 28 1963
FOR FILING

495 (1)

January 25, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 4
January 31, 1963 Meeting

Gentlemen:

D. F. McKenzie, contractor on the McTimmonds Corner-Maple Grove Section of FAS-750 in Polk County, Contract No. 6149, has requested an increase of three workdays in which to complete the project without the assessment of liquidated damages. The request is based on the fact that the quantities of base rock and leveling course overran the bid quantities.

Our records show that the base rock and leveling course overran 4,108 tons, or 10.7 per cent and that this additional material required 3 1/2 days to place. We, therefore, recommend that the allowable workday limit be increased from 55 to 58 days as requested.

This matter will be on the agenda for the January 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

CHB:bjh bbc

FORM E-30 50M 5-62 43808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1963

SUBJECT: Request for Extension of Time
McTimmonds Corner-Maple Grove Section
Polk County FAS-750
Contract No. 6149

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request from D. F. McKenzie, contractor on this project, for an increase of 3 workdays on this project. The request is based on the fact that the base rock and leveling course overran the bid quantities.

At the rate of production achieved by the contractor, this additional material required 3-1/2 days additional time. By computing the dollar value of the total contract work, and multiplying by the originally allowed 55-days, we arrive at a justifiable 3.6 days due to increase in contract cost. Therefore, by either method, we can justify the requested 3-day extension.

The contract was completed after being assessed 58 workdays, and the grant of 3 additional days will eliminate liquidated damages. It is recommended that the extension be granted as requested.

This is an FAS project, so concurrence by the Bureau of Public Roads is not required. A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By
G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjh
Attachments

cc: L. H. Young

RECEIVED
JAN 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

/M/

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

#4

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6149 Contractor D. F. McKenzie

Highway FAS Route 750

Section McTimmonds Corner-Maple Grove

Kind of Work Grading and Stone Base

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

The surfacing material overran the contract amount. It took the contractor approximately 3½ days to place the overrun material on this contract.

APPROVED BY HIGHWAY COMMISSION
DATE 1/31/63 For extension of 3 workdays
Lloyd Query
Secretary

Recommended for Approval:

R. D.
Division Engineer

Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No.	6149
Project designation (State-Federal)	S-495(1)
Date awarded	July 17, 1962
Work started	August 9, 1962
Per cent completed / Date	100% 11-29-62
No. of Workdays Allowed	55
No. of Workdays Used	58
No. of Added Workdays Requested	3

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 2, 1963

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 55 days to 58 days, within which to complete our Contract No. 6149, without the assessment of liquidated damages. The said contract is described as follows:

McTimmonds Corner-Maple Grove, Grading and Stone Base

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Quantities were increased by State Highway to-
Item 13. increased from 34,000 tons to 36,510½ tons
Item 14. increased from 4,400 tons to 5998 tons

Respectfully submitted,

D. F. McKENZIE
Contractor

By D. F. McKenzie

CONSENT OF SURETY

Date January 3, 1963

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

BY: Philip R Meaney
Attorney-in-fact Philip R. Meaney

Countersigned: VICTOR S. RISLEY CO

BY: Philip R Meaney
Resident Agent

(SEAL)

527-1063

FORM E-30X—50M—9-62 42900

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1962

To: Memo to Files

SUBJECT: McTimmonds Corner-Maple Grove Section
Polk County FAS 750
Contract No. 6149

NOTED
V. R. JONES

An inspection was made of the McTimmonds Corner-Maple Grove Section yesterday with B.P.R. Area Engineer Glenn Hosner, Polk County Commissioner C. L. Burbank, Polk County Engineer L. W. Franklin, Resident Engineer Nile Hoover and Contractor Lloyd McKenzie.

The project was completed except for the placing of 3/4" Minus on a little over a half mile at the westerly end. Neither the County nor the Bureau were willing to accept the project because of some soft spots in the surfacing that resulted from completing this project so late in the season. They each want to hold the contract over the winter in case some of these areas need to be dug out next spring, and by holding the contract open this work could then be done by force account instead of entirely at County expense.

The contractor was advised the project, except for these soft spots, upon his placing the balance of the 3/4 Minus as good as the balance of the project, will be acceptable and if there are no soft spots next spring or sooner, the project will be accepted without his coming back and doing further finishing. The County is to maintain the project during the winter.

The contractor was advised that if he wanted to submit a request for reduction of retaired percentage on this project, this office would recommend approval.

G. W. Wimer
Assistant Division Engineer

GWW:AM
cc Mr. F. D. Morgan
Mr. H. S. Cox
Mr. H. N. Hoover

RECEIVED
NOV 23 1962
ENGINEER
COUNTY & CITY RELATIONS

FORM 2-30X—90M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1962

NOTED
C. Aver

NOTED
C. Avers

SUBJECT: McTimmonds Corner-Maple Grove
Section, Polk County FAS 750
Contract No. 6149

To:

Mr. F. D. Morgan
Construction Engineer
BUILDING

NOTED
DON H

NOTED
JOHN D. GRAHAM

NOTED
R. JONES

Herewith for your consideration Order for State Force Work covering work necessary to determine the method of rearranging a domestic water system on the subject contract.

The owner of the adjacent property had a water supply (spring) on the area required for additional right of way. It was a right-of-way obligation that we re-establish this system. The new road covered the original location thereby destroying it. Effort has been made to intercept this spring above the road, but to date we have not tapped the alleged quantity of water that the original spring provided.

This is specialized work, and we believe our geologist should pursue it. As this was a right-of-way commitment, I believe it should be charged back to right of way and not be a direct charge to the contract.

J. D. Walker
Division Engineer

By: R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:kmb

Enclosure

cc: H. S. Cox ✓

RECEIVED
SEP 21 1962
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JUL 23 1962
FOR FILING

[illegible]

6149

July 23, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 9, 1962, on Contract No. 6149, McTimmonds Corner - Maple Grove Section, in Polk County, in connection with Federal Aid Project No. S-495(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra

RECEIVED
JUL 23 1962
FOR FILING

6149

July 17, 1962

D. F. McKenzie
1565 Mission S. E.
Salem, Oregon

Dear Sir:

The State Highway Commission on June 29, 1962 accepted your proposal, which was received on June 27, 1962, for grading and stone base on McTimmonds Corner-Maple Grove Section of the Maple Grove County Road, FAS Route 750, in Polk County, for the sum of $134,103, and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied, and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6149. Contract forms are now being prepared and will be mailed to you shortly for execution.

This letter confirms our telephone call to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

Office of County Clerk
POLK COUNTY, OREGON
BETTY ADAMS, CLERK
DALLAS, OREGON

NOTED
R. H. PRANGE

RECEIVED
JUL 17 1962
ENGINEER
COUNTY & CITY RELATIONS

July 16, 1962

Mr. Verne R. Jones
County & City Relations Engineer
State Highway Department
Salem 10, Oregon

Dear Mr. Jones:

We are enclosing two warrants in the total amount of $30,251.65 as the deposit for the construction of the McTimmonds Corner-Maple Grove Section of FAS750. This amount in addition to the refund due of $248.35 for the Salt Creek and Spring Valley Culverts on FAS 743 and 746, which is to be applied directly to the new contract, making a total of $30,500.00.

Very truly yours,

Betty Adams
Betty Adams, Polk County Clerk

NOTED
Harold C. Ayers

NOTED
H. S. COX

June 29, 1962

NOTED
DON HARWELL

Polk County Court
Courthouse
Dallas, Oregon

NOTED
R. H. PRANGE

NOTED
[illegible]

Gentlemen:

On June 27, a satisfactory bid was received from D. F. McKenzie of Salem for construction of the McTimmonds Corner-Maple Grove Section of FAS 750. As per agreement between the County and State, the following advance deposit is required of the County prior to awarding of the contract.

Bid Items	$134,103.00
Flagging	500.00
Move Mail Boxes	165.00
Signing	250.00
Adjust Water System	500.00
Engineering & Contingencies, 12-1/2%	16,939.75
Estimated Total Cost	$152,457.75

County Advance Deposit
20% of $152,457.75 = $30,491.55 -- or say $30,500

Please make this advance deposit by means of a check or warrant in the amount of $30,500 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received, a contract can be awarded for this project.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

cc: Lockwood Franklin

RECEIVED
JUN 20 1962

FOR FILING

C-47-61

3141

MISC. CONTRACTS and
AGREEMENTS No.________

Salem, Oregon
June 19, 1962

Cooperative Construction Agreement
McTimmons Corner-Maple Grove Section
FAS 750, Polk County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. Robert H. Prange
County & City Relations Field Engineer

Attached is a conformed copy of a cooperative construction agreement with Polk County covering the McTimmons Corner-Maple Grove Section of FAS 750 in Polk County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Polk County.

Secretary

rn
Attach: 1

NOTED
DON HARWELL

6-18-62

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

NOTED
V. R. JONES

Subject: Federal Aid Project No. S-495(1)

Highway No. FAS 150

Name of Project McTimmonds Corner-Maple Grove

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Dallas, Oregon, this 8 day of June, 1962

Polk County Court

Judge

Commissioner

C. L. Burbank
Commissioner

NOTED
V. R. JONES

NOTED
H. S. COX

May 28, 1962

NOTED
Harold C. Ayers

Polk County Court
Courthouse
Dallas, Oregon

Options, FAS 750

NOTED
R. H. PRANGE

Gentlemen:

Attached are fifteen original option forms in triplicate covering right-of-way to be acquired in connection with the McTimmonds Corner-Maple Grove Section of the Maple Grove County Road.

Please return a signed or conformed copy of each option to this office so that we may inform the engineers of the conditions, if any, on each transaction.

We are forwarding under separate cover three prints of Map No. 8B-25-24 covering this area and bearing our date of May 21, 1962.

File No.	Name	Area		
34682-A	Paul W. Brown, et ux	0.7	acre	
34682-B	Paul Maddux, et ux	0.4	"	
34682-C	Lloyd R. Weisensee, et ux	4.0	"	
34682-D	Eldon M. Cates, et ux	0.6	"	
34682-E	Herman Amos, et ux	0.7	"	
34682-F	Dewey Cummins, et ux	1.6	"	
34682-G	Donald Brostrom, et ux	0.1	"	
34682-H	Kenneth L. Richards	0.4	"	
34682-I	United States of America	0.03	"	P-1
		0.3	"	P-2
34682-J	Jessie E. Bump, et ux	0.3	"	
34682-K	Marshall G. Norton, et ux	0.2	"	
34682-L	Warren Norton	0.1	"	
34682-M	Tress McClintock, et ux	0.3	"	
34682-N	G. D. Healy, et ux	0.3	"	
34682-O	Ivan A. Williams, et ux	0.2	"	

Very truly yours,

Forrest Cooper
State Highway Engineer

By: V. R. Jones
County & City Relations Planning Engineer

VRJ:mm
cc: Lockwood Franklin

FORM E-30 80M 6-61 34681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1962

SUBJECT: Options
McTimmonds Corner-Maple Grove Sec.
Maple Grove County Road

To: Mr. H. S. Cox
County & City Relations Engr.
OFFICE

Attached you will find 15 original option forms in quadruplet covering right of way to be acquired in connection with McTimmonds Corner-Maple Grove Section of the Maple Grove County Road in Polk County.

Please return a signed or conformed copy of each option to the State Highway Department so that we may inform the engineers of the conditions, if any, on each transaction.

We are forwarding under separate cover four prints of map No. 8B-25-24 covering this area and bearing our date of May 21, 1962.

File No.	Name	Area	
34682-A	Paul W. Brown, et ux	0.7 Acre	
34682-B	Paul Maddux, et ux	0.4 "	
34682-C	Lloyd R. Weisensee, et ux	4.0 "	
34682-D	Eldon M. Cates, et ux	0.6 "	
34682-E	Herman Amos, et ux	0.7 "	
34682-F	Dewey Cummins, et ux	1.6 "	
34682-G	Donald Brostrom, et ux	0.1 "	
34682-H	Kenneth L. Richards	0.4 "	
34682-I	United States of America	0.03 "	P 1
		0.3 "	P 2
34682-J	Jessie E. Bump, et ux	0.3 "	
34682-K	Marshall G. Norton, et ux	0.2 "	
34682-L	Warren Norton	0.1 "	
34682-M	Tress McClintock, et ux	0.3 "	
34682-N	G. D. Healy, et ux	0.3 "	
34682-O	Ivan A. Williams, et ux	0.2 "	

AC:jm
encls. 15 Options

cc: J. D. Walker
E. J. Benner

RECEIVED
MAY 28 1962
ENGINEER
COUNTY & CITY RELATIONS

EFS
EARL F. SALING
Right of Way Office Manager

NOTED

MEMO TO J. W. NASH

Date: May 17, 1962

NOTED
H. S. COX

FAS 750, POLK COUNTY

TERMINI: From FAS 190 1 mile north of Pedee easterly to FAS 560 at Maple Grove. McTimmonds Corner - Maple Grove Section.

PROPOSED WORK: Grading and placing a crushed stone base to a width of 28'.

PROJECT LENGTH: 3.61 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$188,000	$113,000	$37,500	$37,500	(County)

EXISTING FACILITIES: 22' gravel surface, 24' roadway

ADJACENT SECTIONS:
~~NORTH~~/EAST END: FAS 560

~~SOUTH~~/WEST END: FAS 190

PROJECT DATA: Grade, drain and place a crushed stone base 28' wide to a depth of 11". County later will with their own forces place a 20' O-11 oil mat with 4' shoulders.

RIGHT OF WAY: 50' minimum
ACCESS CONTROL: None required

RR XING: None
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: None required
PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: School bus and mail route. Serves a general farming area and some timberland.

RECEIVED
MAY 16 1962
FOR FILING
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1962

SUBJECT: Transfer of County FAS Funds
Washington County to Polk County

To: Mr. L. H. Young
OFFICE

[illegible]

Attached is a tabulation describing a transfer of county FAS funds from Washington County to Polk County to be used on a current Polk County project.

This transfer will be submitted to the State Highway Commission at its next meeting.

V. R. Jones
V. R. Jones
County & City Relations Planning Engineer

VRJ:mm
Att. 62-d

cc: F. D. Morgan
J. E. Morelock
J. D. Walker

file

PROPOSED EXCHANGE OF FAS FUNDS
POLK AND WASHINGTON COUNTIES
$60,000

Construction of the McTimmonds Corner-Maple Grove project on FAS 750 in Polk County will require an estimated $60,000 more of FAS funds than the county has available at present. Polk County is very anxious to place this section under contract as soon as possible and they have requested FAS funds available to Washington County. A letter has been filed with the Highway Department signed by both County Courts requesting this exchange. These funds will be returned to Washington County from the next FAS allotment to Polk County.

62-d
5/10/62

NOTED
V. R. JONES

Oregon State Highway Department
State Highway Building
Salem, Oregon

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MAY - 7 1962
ENGINEER
COUNTY & CITY RELATIONS

Attention: County and City Relations Division

5 [illegible] 2

Gentlemen:

NOTED
H. S. COX

By this letter the members of the County Courts whose signatures appear below request and authorize the Highway Department to make the following exchange of funds between the counties involved:

> Transfer from Washington County to Polk County fiscal year 1962 FAS funds available to Washington County totaling $60,000.
>
> Tranfer from Polk County to Washington County fiscal year 1963 FAS funds totaling $60,000 when said fiscal year 1963 funds become available.

The sums shown above represent total funds, including federal, state, and county funds. Required county matching funds will be furnished by the county utilizing the funds.

It is further agreed by and between the Washington County Court and the Polk County Court that in the event that 1963 FAS funds in the amount of $60,000 are not made available to Polk County, that Polk County, within thirty days from and after the usual date of allotment of said FAS funds will pay to Washington County from other funds of said Polk County the said sum of $60,000.

APPROVED May 2, 1962

WASHINGTON COUNTY COURT

Joe A. Jarvis
Judge

Barbara A. Willey
Commissioner

Commissioner

APPROVED May 1 1962.

POLK COUNTY COURT

C. M. Barnhart
Judge

Allen A. Dunn
Commissioner

C. L. Burbank
Commissioner

RECEIVED
JUL 26 1961
FOR FILING

LOCATION PROSPECTUS
MC TIMMONDS CORNER-MAPLE GROVE SECTION
MAPLE GROVE COUNTY ROAD, FAS 750
POLK COUNTY

The following prospectus is submitted concerning the above-mentioned section of FAS 750, which is a county road on the Federal Aid Secondary System. The westerly terminus is at the junction of Maple Grove County Road and the Kings Valley Highway, 0.5 mile north of the town of Pedee. The easterly terminus is at the junction of Maple Grove County Road and FAS 560, 2.2 miles north of the town of Airlie. The overall length is 3.6 miles.

This will be a location survey to prepare plans, specifications, and estimates for grading and surfacing on existing alignment. The route will be along the existing Maple Grove County Road with minor vertical and horizontal changes. There will be no towns bypassed or passed through.

The general route was outlined by the Polk County Engineer, M. L. Franklin. Reconnaissance has not been made. Soils investigations will be conducted. There are no special drainage problems anticipated. An economic analysis is not needed at this time.

The existing 1960 ADT is 120 and the projected 1980 ADT is 204. Traffic and terrain warrants a Class "E" highway with maximum grade and curvature of 6 per cent and 12 degrees respectively. The typical section will consist of a surfaced top width of 28 feet with the county providing an O-11 oil mat wearing surface at a later date. The proposed top width will accommodate two 10-foot travel lanes with 4-foot shoulders. The county requests that surfacing and side ditch slopes be 4 to 1. Deviations from State and Federal standards are not anticipated.

The rise and fall and central angle data for the proposed alignment will be determined by the survey.

This will be an uncontrolled access facility with no interchanges, railroad or stream crossings.

The approved base design for construction will have a total depth of 15¼ inches.

The county is negotiating for a rock quarry approximately 4.0 miles northwest of Pedee which may be used as a source for the surfacing materials.

[illegible]

Agreements will be necessary with Polk County. Excess right of way, resulting from this project, will be disposed of by Polk County.

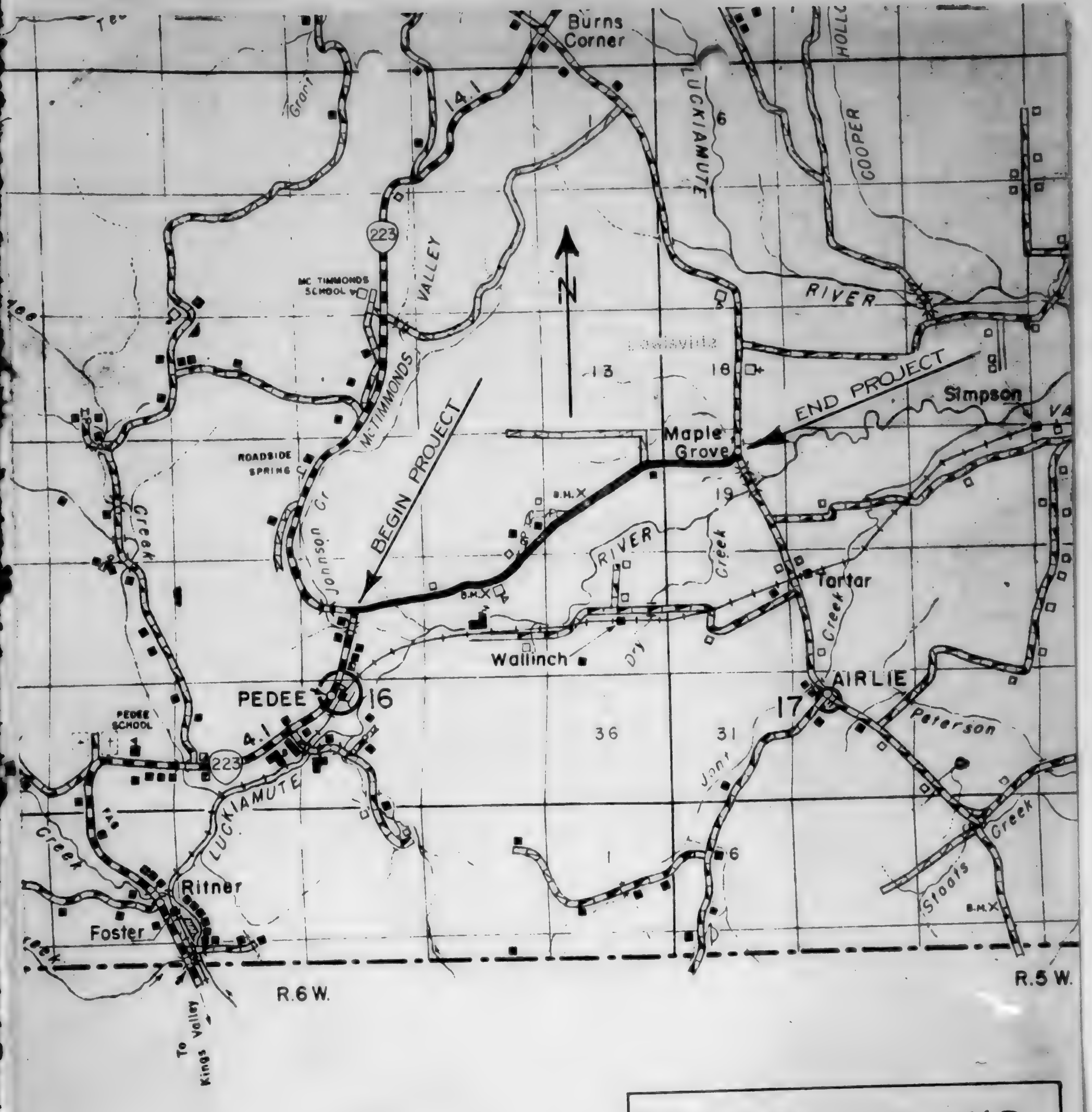
There are no State parks or roadside rest areas affected by this project.

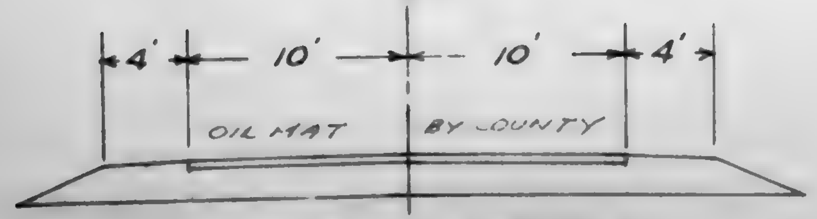
October 20, 1961

Attach.

cc W. C. Williams ✓
Forrest Cooper ✓
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
Walter T. Wright (2)

RECEIVED
OCT 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER





TYPICAL SECTION

PROSPECTUS MAP
McTIMMONDS COR.-MAPLE GROVE
FAS-750

POLK COUNTY

Scale 1" = 1 Mi. 1961

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Proposed

Proposed

NOTED
Harold C. Ayers

NOTED
V. R. JONES

Section Mc Timmonds Corners — Upper Grade
Highway F.A.S. 750
County Dale
Prefix
Date 9-25-61
Res. Engr. —
Approx. Length of Project 3.6 Miles.
Sta.
to Sta.

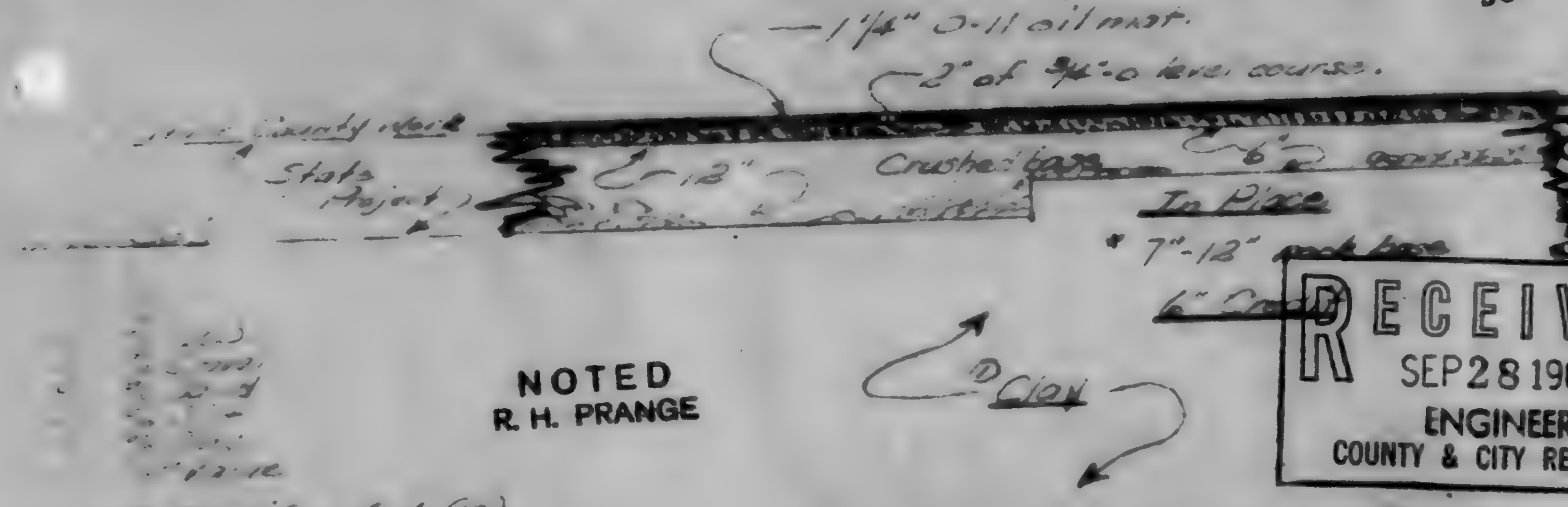
TYPICAL SECTIONS Traffic Classif. - Medium

NOTED
H. S. COX

New Work | Existing Roadway

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL



NOTED
R. H. PRANGE

RECEIVED
SEP 28 1961
ENGINEER
COUNTY & CITY RELATIONS

Classif. - A-6 (10)

Soil survey & recommended surfacing thickness completed at the request of County-City.

9-25-61

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
			1¼	0-11
			2	Level
			12	Cr. Base
15			15¼	
Over Existing Roadway				
			1¼	0-11
			2	Level
			6	Cr. Base
		6		
15			15¼.	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 1/4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for
[illegible] test of existing base	562759	2.91	Cr. rock	2"	40.3	11.7	— —	— — —	20	0	—
[illegible] material source to be determined by the Engineer.											

Type: Selected due to availability of local materials and County preference.

Submitted by G. L. Decker
State Assistant

Recommended by L. H. Young
Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by
Deputy State Highway Engineer

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Bridge Engineer
Soils Engineer Division

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Proposed   Proposed

Section Mc Timmonds Corners - [illegible]   Highway F.A.S. 750   County Polk   Profile

Res. Engr. —   Length of Project Approx. 3.6 Miles.   Sta. ______ to Sta. ______   Date 9-25-61

TYPICAL SECTIONS Traffic Classif. - Medium

New Work | Existing Roadway

[illegible] recommended surfacing thickness completed at the request of County-City.

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
			1¼	O-11
			2	level
			12	[illegible] Base
15			15¼	
[illegible]				
			1¼	O-1[illegible]
			[illegible]	[illegible]
			6	[illegible] Base
		6		
5			15¼	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 1/4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
[illegible] Base - existing base.	56-754	2.9	[illegible] rock	2"	40.3	11.7	— —	— — —	20	3	
[illegible] source to be determined by the Engineer.											

Note: Selected due to availability of local materials and County preference.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by G. L. Decker
Staff Assistant

Recommended by L. H. Young
Construction Engineer

Recommended by G. W. [illegible]
Engineer of Materials

Approved by C. [illegible]
Deputy State Highway Engineer

8-23-61

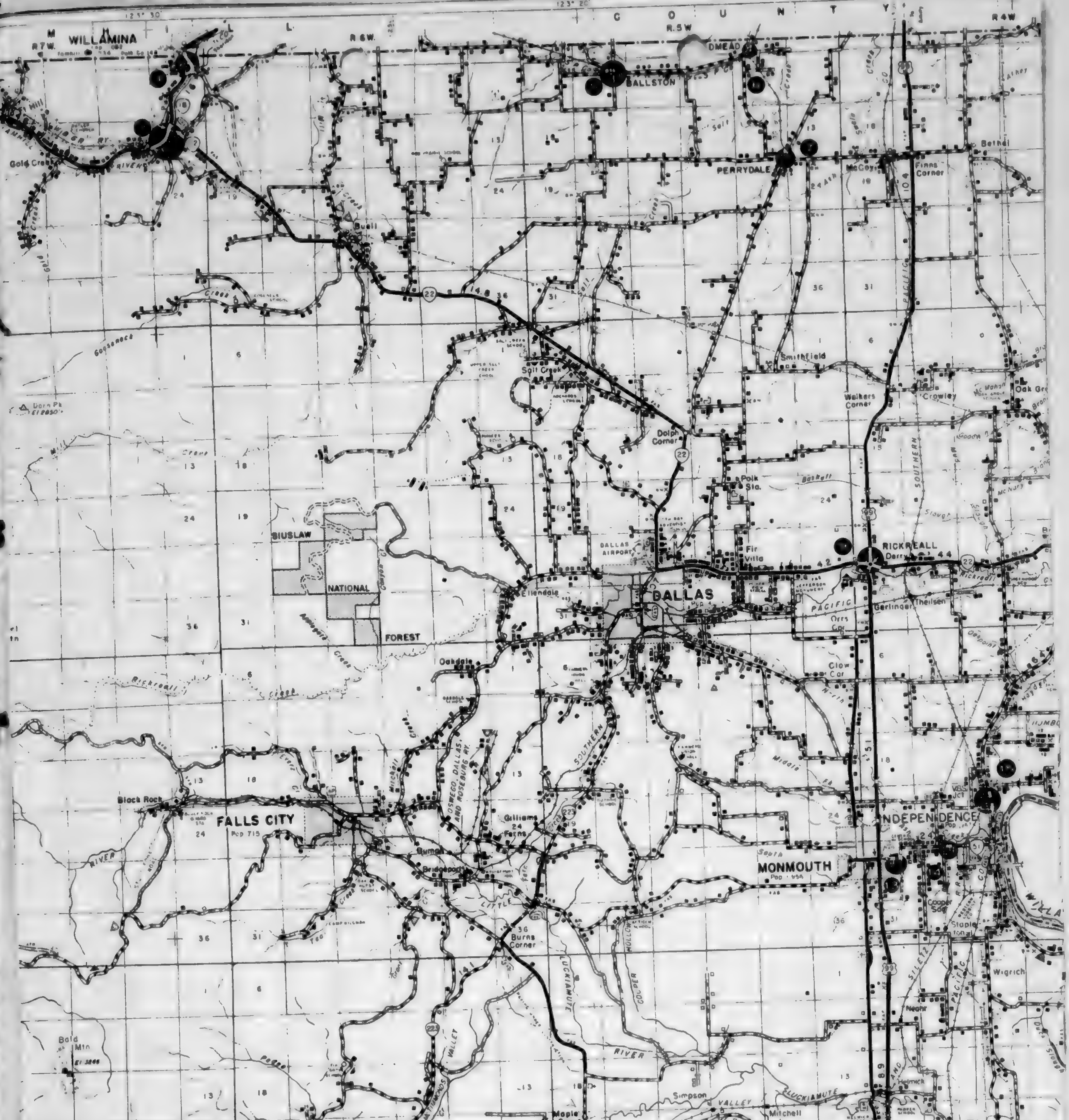
POLK COUNTY
PROPOSED PROJECT,FISCAL YEAR 1963 FUNDS

FAS 750, Maple Grove Road, McTimmonds Corners-Maple Grove Section, 3.6 miles, grade and surface, $128,000.
The proposed project is for grading and surfacing to a top width of 28 feet. The County wishes the design for surfacing and side ditch slopes to be 4 to 1. The County controls a rock quarry approximately 4 miles northwest of Pedee which may be used as a source for the surfacing materials. The County will place an oil mat with their own forces at a future time. The $128,000 represents the balance of FAS funds available to Polk County.

Lockwood Franklin, Polk County Engineer, should be contacted prior to starting the survey.

61-e
8/23/61

Approved
9-15-61



Proposed Project
FAS 750

7-3306 Prineville Reservoir State Park 1962
Facilities
#6150

RECEIVED
JAN 6 1964

FOR FILING

6150

January 6, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

A post-final payment for $4,883.28 will be made to Rex Kimsey Const. Co., on contract #6150 for park facilities in the Prineville Reservoir State Park in Crook County, as soon as the warrant is prepared.

The total amount paid on this contract will be $122,190.94, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Bourland Ins. Agency
1980 Fairgrounds Road NE
Salem, Oregon

cc: Rex Kimsey Const. Co.,
Route 1, Box 155
Stayton, Oregon

cc: C. H. Maison
Attn.: John Herr

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DEC 23 1963
FOR FILING

61 [illegible]

MR. Cooper

F. P. STAGER
ATTORNEY AT LAW
255 CHURCH STREET N. E.
SALEM, OREGON
TELEPHONE 585-4354

November 26, 1963

State Highway Department
State Of Oregon
Salem, 10, Oregon

Re: Prineville Reservoir State Park
Job No. 9162

Dear Sirs:

In the matter of the Prineville Reservoir State Park Contract, the settlement of which has been in dispute, enclosed is the claim which Kinsey Construction Company is making against your department.

I request that a conference date be set, in order that this matter may be heard.

We appreciate your cooperation.

Very truly yours,

F.P. Stager

NOTED
LLOYD P. SHAW

RECEIVED
NOV 27 1963
OREGON
STATE HIGHWAY COMMISSION

Copy To Morgan
12-23-63
(Later sent to Merchant)

THE CLAIM

Kimsey Construction Company the contractor on Prineville Reservoir State Park, Contract N$_0$. 73306, claims further payment on such contract. Generally the claim is based on:

1. Misinterpretation of the requirement for base rock by the engineer.
2. Mistakes as to the authority of the contractor to install water mains.
3. Lack of surveystakes and engineering guides.
4. Misinterpretation of the concrete specifications by the engineer.
5. Confusion caused by contradictory instructions by representatives of the State Engineer, lack of coordination between the representatives of the State Engineer causing delay, both in actual waiting time, shifting to work in a manner which impaired the efficiency of such anoperation.
6. Extra wiring required due to scaling the lengths of electric wire runs from a half-size drawing.

The contractor has worked with the resident engineer on former contracts with the highway department and experienced no difficulty. The contractor has also worked on parks department contracts and experienced no difficulty. This time, there seemed to be a total lack of organization and coordination, in the direction of the work. It should be noted that the resident engineer was a bridge man, and under him, were Parks Department representatives, and a good part of the confusion, delay and hampering in the job was caused by misinterpretation of the contract provisions by the resident engineer, trained as he was to the specifications and requirements for building bridges, and the parks department personnel, accustomed to the requirements for their department. Hence there was much countermanding of orders, and the confusion which accompanied this situation. The contractor, trained to be guided by orders and requests of the representatives of the State Engineer, found himself in the unenviable position of being forced to take orders which were subject to change according to the person giving them. As it is the duty of the contractor to take orders from whatever source, as long as the person represents the State Engineer, this led to monetary losses on this job for which the contractor is entitled to reimbursement.

WATER MAINS

The resident engineer refused to allow the contractor to install the water mains. It was his ruling that this must be done by plumbers. As a result of this, the laying of the water mains was stopped, and the crew was put on other work. Although a simple phone call by the resident engineer to the State Plumbing Inspector at Salem could have resolved this, this was not done. It was finally necessary for the contractor to take a day off, drive to Salem, and obtain the necessary authority from the Plumbing Inspector for his imen to install the water mains. This resulted in 40 hours lost by the crew at the rate of $19.27 per hour, or a total of $784.00, plus 15%, $117.60 as total costs, plus the day it took the contractor to drive to Salem, and obtain the necessary authority, which was the sum of $50.00.

BASE ROCK

Item No. 10 on the contract called for 5700 cubic yards of coarse material in base and the bid on the unit price of $3.50 amounted to $199.50 actually produced and used was 5454.5 cubic yards.

19950.

Standard Spec. for Highway Construction (1954) pg. 62 (2.15.5) sets forth the intermediate grading of fine material in Table 2. The minimum of 25% for 3" and 35% for 11/2" is provided.

Contract and bond on Contract 6150, on page 22, under GENERAL REQUIREMENTS OF MINERAL AGGREGATES, provides,

Specifications:

Division 2, Section 15, General Requirements relating to Sand, Gravel, Crushed Rock and all kinds of Mineral Aggregates of the Standard Specifications for Highway Construction, issue of May 1, 1954, is by reference made a part of these specifications for the purpose of controlling the general quality and character of the mineral aggregates furnished for the project.

Said Section shall apply except as it may be modified by the provisions which follow:

Article 2.15.5 Grading Requirements (Revision)

Contrary to Article 2.15.5 of the standard specifications, the material to be used in the bottom course of the base need not meet the intermediate gradings set forth, but shall be reasonably well graded from dust to a maximum size of not less than 1 1/2 inches and not more than 3 inches.

This provision in the contract caused more difficulty and espense than any other. Granted that the phrase "reasonably well graded from dust" is subject to the interpretation of the reasonable man theory, and as such is a decision, if the claimand and Department cannot resolve which will be subject to jury determination.

The second point we raise, is clear and unambiguous. That is the change in the requirements, with respect to the fines. The minimum was 25%. The engineer demanded and received fines of a much higher grading.

The mischief caused by this demand placed upon the contractor and his subcontractor a burden not called for in the specifications or the contract. The first pit contained materials of plasticity which the engineer deemed unsuitable. However, as ascertained from the reports received from the State Highway department in Salem the plasticity requirement was met. The fines in this pit--without interpreting the clause "reasonably well graded from dust" and its meaning in this case, could not reach the minimum of 25%.

The contractor and the sub-contractor, T.W. Buskirk, to keep the job moving thereupon moved the crusher to a pit 0.0 miles further from the road on which it was to be placed. Here delays were encountered in obtaining tests of the rock, the right personnel apparently not available to make the necessary determination. When the test was finally obtained, the minimum of 25% was reached, without difficulty, without interpretation of the "reasonbly well graded from dust provision". Representatives of the Parks Department and Highway Department informed the contractor and sub-contractor that fines of 25% to 28% was acceptable.. The fines at this time were 26.7%. Pursant to this instruction some rock was crushed and delievered. Howëver, the resident engineer, Moore, countermanded this order and insisted on fines of 28% or better. To achieve this, the contractor used his equipment to haul sand which was added to the crushed rock. This satisfied the resident engineer, and the job proceeded. The contractor has requested copies of the tests made of the base rock on this job and they are to added to this claim in the form of an exhibit and attached hereto as such.

The damage is this case was shared by the contractor and T.W. Buskirk the sub-contracor. The contractor assisted in the production of the rock by hauling additional fines in the form of sand, the sub-contractor by increased cost of production.

The added cost to the rock production for the coarse material in the base, suggest the sum of $1.50 per cubic yard is a fair compromise to be considered between the parties. A total of 5,252.5 cubic yards were delivered, at $1.50 per cubic yard, total $7,878.75.

THE CONCRETE

Difficulty arose with the first of the concrete to be delievered. The resident engineer requested that the concrete by Class A, and stopped the job. This resulted in 4 hours loss of time, at the rate of $3.00 per hour for 2 laborers, and two carpenters at the rate of $3.20 perhour, for 4 hours, the sum of which is $49.60.

The matter was not then resolved. Although the Standard Specs. 2.33.9 provides in Table No. 2, the following standards for concrete Class A, 6.3 sacks of concrete per cubic yard, and Class B as 5.0 sacks per cubic year, and in Table 1, the Class A requires a minimum compressive strength of 3300 lbs per sq. in., and Class B, at 220 lbs psi., and the contract requirment (page 23) requires 2500 lbs psi., the engineer required six and Highway Department informed the contractor and sub-contractor that fines of 25% to 28% was acceptable.. The fines at this time were 26.7%. Pursant to this instruction some rock was crushed and delivered. However, the resident engineer, Moore, countermanded this order and insisted on fines of 28% or better. To achieve this, the contractor used his equipment to haul sand which was added to the crushed rock. This satisfied the resident engineer, and the job proceeded. The contractor has requested copies of the tests made of the base rock on this job and they are to added to this claim in the form of an exhibit and attached hereto as such.

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THE CONCRETE

Difficulty arose with the first of the concrete to be delievered. The resident engineer requested that the concrete by Class A, and stopped the job. This resulted in 4 hours loss of time, at the rate of $3.00 per hour for 2 laborers, and two carpenters at the rate of $3.20 perhour, for 4 hours, the sum of which is $49.60.

The matter was not then resolved. Although the Standard Specs. 2.33.9 provides in Table No. 2, the following standards for concrete Class A, 6.3 sacks of concrete per cubic yard, and Class B as 5.0 sacks per cubic year, and in Table 1, the Class A requires a minimum compressive strength of 3300 lbs per sq. in., and Class B, at 220 lbs psi., and the contract requirment (page 23) requires 2500 lbs psi., the engineer required six sacks per cubic yard, a 10% additional cost of cement on a total acoording to the Resident Engineer 's Cement Receipt of 1,483 sacks, of which 143.3 yards was in excess of requirements, and 2.33.25 Measurement and Payment requires that this be paid to the contractor, at the rate of $1.70 per yard, which amount to a sum of $252.21.

SURVEY ERRORS

The first claim under this, was made Novmber 16, 1962, for the sum of $753.20 for labor and equipment rental due to engineering errors, (see Exhibit 1) and a claim for $560.00 (Exnibit 2) , receipt acknowledged by the department on December 10, 1962 (Exhibit 3), followed by a letter from the department requiring further breakdown (Exhibit 5), and furnished to the department on January 28, 1963 (Exhibits 6 and 6a) and in the meantime there was added to the claim a further one for lack of engineering as affected the plumber (Exhibit 7), acknowledged by the department in Exhibit 4. No decision having been received, a letter of inquiry was sent to the department on April 10 (Exhibit 8) , and on July 30th, the following compromise settlement was proposed and rejected (Exhibit 10)

I.	$753.20, proposed settlement	$239.20
II.	$228.21, proposed settlement	$125.72
III.	$560.00, proposed settlement	$242.50

Further difficulty on the survey was encountered as the contract work proceeded. On December 4th, while onthe parking lot, the red tops for the base did not match up with the curbs, and three men were required to hand dig for a period of 1/2 day to correct this error, total 4 hours and the rate of $3.09 for each man, total $12.36 per man, 3 men, plus 15% payroll tax, total $42.64. Further difficulty was experienced in that the stakes were too high all along. Some of the stakes were off a foot, causing further use of equipment to level the parking area. As there was 2,000 feet or so of curb this became quite an item. Exact cause unknown, but the

Contractor thnks the curbs were in order, but the parking lot stakes were carelessly placed as a reult of using a hand level (eye level) to put them in. The contractor estimates a total of 12 hours corrective work with a grader and operator, 12 hours, grader at $8.50 per hour, total $102.00, 12 hours shovel operator at $4.05 per hour is $48.60, plus 15%, which is $22.59, total $173.19. This without considering the confusion that attends this sort of error.

Other items of lack of proper staking was the matter of the sewer laterals, not staked, sothat it was difficult to make the hook-ups from the individual camp sites. This was on all of the sites, and the contractor estimates that this added the sum of $7.50 to the cost of installation of the sewer line on each trailer site, for a total of $165.00

SURVEY AREAS

It soon became apparent that the surveyors made errors in laying out the individual sites. Claim has been made for two of the sites, (Exhibit 1) but this is by no means all of the work that had to be corrected. The survey work was poorly done, and it is estimated that the additional work on each camp site necessitated by generally poor survey work was $7.50 per unit, or a total of $352.50.

EXTRA WIRING

A claim for $783.00 for extra wiring required due to electrical sub-contractor scaling the lengths of electric wire runs from a half size drawing; as a result only one-half the total required wiring was reflected in his bid.

RECAPITULATION

Water Mains	$167.50
Base Rock	$7,878.75
Concrete	$252.51
Sruvey Errors	
Exhibit 1	$753.20
Exhibit 2	$560.00
Correction, Parking Lot	$42.64
Additional Work on Parking Lot	$275.19
Lack of Sewer Stakes	$165.00
Individual Sites Errors	$352.50
Extra Wiring due to Half Size Drawing	$783.00
Total	$11,230.29

RECEIVED
NOV 18 1963
FOR FILING

[illegible]

6150

November 15, 1963

Mr. I. P. Stager
Attorney at Law
255 Church Street N. E.
Salem, Oregon

Dear Mr. Stager:

The laboratory reports on materials tested for Contract No. 6150, Rex Kimsey Construction Company, are sent to you in compliance with your request by letter of October 24.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:AJW

Attachments

cc Forrest Cooper
L. I. Lindas
F. D. Morgan
Ivan D. Merchant

Form E-[illegible]

EGON STATE HIGHWAY DEPART NT
Materials Division

Laboratory Report

Project	~~Prin~~ Prineville Reservior State Park Facilities	Prefix No.	7-3306
Highway		County	Crook
Contractor	Rex Kimsey Const. Contract No. 6150	F. A. Project No.	
Submitted by	Dinty Moore	Date Reported	8 Jan. 3, 1963

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	juniper Canyon Rd. 7.1 miles adj. West	Sampled at	Crusher Belt
To be used	Surfacing&Top Course Base	Date received	Jan. 2, 1963
Sampled by	L. I. Peterson	Quantity represented	1000 c.y.

TEST RESULTS

Laboratory No. 624601

Data Sheet No. A 783

Type of material Crushed Rock $\frac{3}{4}$-0

Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1	0	0	
$\frac{3}{4}$	0.8	0.8	
$\frac{1}{2}$	20.3	21.1	
3/8	16.5	37.6	
$\frac{1}{4}$	12.5	50.1	
4	~~6.1~~ 7.1	57.2	
10	11.7	68.9	
40	21.9	90.8	
80	4.6	95.4	
200	2.2	97.6	
Pass	2.4	2.4	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	19	%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon air degradation: Pass No. 20		%
Height		in.
Date Sampled		

RECOMMENDATIONS

Material as represented by this sample ...is............ suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
x Bridge Engineer
Requisition Office
x Division Engineer Swift
x Resident Engineer M. W. Moore
Dist. Maint. Supt.
Foreman
Geology and Soils
x Files

G W Harra
Engineer of Materials

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L. R. ALLEN

State Printing 45616

Form E-61—25M—7-62

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Rxx Prineville Reservoir State Park Facilities	Prefix No.	7-3306
Highway		County	Crook
Contractor	Rex Kimsey Const. Contract No. 6150	F. A. Project No.	
Submitted by	Dinty Moore	Date Reported	Jan 3, 1963

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Juniper Canyon Road, 7.1 miles adj. West	Sampled at	Crusher Belt
To be used	Surfacing - Top Course Base	Date received	Jan 2, ~~x962~~1963
Sampled by	L.I. Peterson	Quantity represented	1000 c.y.

TEST RESULTS

Laboratory No. 624602

Data Sheet No. A784

Type of material Crushed Rock $\frac{3}{4}$-0

Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1	0	0	
$\frac{3}{4}$	1.0	1.0	
$\frac{1}{2}$	25.3	26.3	
3/8	14.6	40.9	
$\frac{1}{4}$	13.3	54.2	
4	7.1	61.3	
10	12.7	~~81x8~~74.0	
40	17.8	91.8	
80	4.2	96.0	
200	~~2.2~~ 1.8	~~2.2~~ 97.8	
Pass	2.2	2.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines		%
Manufactured fines	21	%
Fracture		%
Sand equivalent		
Oregon air degradation: Pass No. 20		%
Height		in.
Date Sampled		

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

Slight excess material retained on #3/8"

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
Construction Engineer
Maintenance Engineer
xBridge Engineer
Requisition Office
xDivision Engineer Swift
xResident Engineer M.W. Moore
Dist. Maint. Supt.
Foreman
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G. W. Harra
NO
Engineer of Materials
L. R. ALLEN

State Printing 45016

Form E-61—[illegible]—7-62

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project Prineville Reservior State Park Facilities
Prefix No. 7-3306
Highway
County Crook
Contractor Rex Kimsey Const.
Contract No. 6150
F. A. Project No.
Submitted by Dinty Moore
Date Reported Dec. 17, ~~192~~ 196

PAGE 1 OF 2

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Prineville Res. B Line Parking Area
Sampled at B Line In Place
To be used Base Surfacing
Date received Dec. 7, 1962
Sampled by L. I Peterson
Quantity represented

TEST RESULTS

Laboratory No. 622742
Type of material Crushed Rock 1½-0
Data Sheet No. A 619
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	0.3	0.3	
1	14.3	14.6	
¾	12.4	27.0	
~~⅜~~ ½	22.6	49.6	
¼	24.1	73.7	
4	7.2	80.9	
10	~~xxx~~ 8.3	89.2	
40	6.9	96.1	
80	1.8	97.9	
200	0.8	98.7	
Pass	1.3	1.3	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 14 %
Manufactured fines %
Liquid limit: Natural fines 33 %
Manufactured fines %
Fracture %
Sand equivalent
Oregon air degradation: Pass No. 20 %
Height in.
Date Sampled

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
xBridge Engineer
Requisition Office
xDivision Engineer Swift
xResident Engineer M. W. Moore
Dist. Maint. Supt.
Foreman
Geology and Soils
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G. W. Harra
NO
Engineer of Materials
L. H. [illegible]

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x State [illegible]

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OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project Prineville Reservior State Park Facilities
Highway
Contractor
Submitted by Dinty Moore

Contract No.

Prefix No. 7-3306
County
F. A. Project No.
Date reported Dec. 17, 1962

PAGE 2 ~~XX~~ OF 2

REPORT ON SAMPLE OF SOIL

Source of material
Sampled at
To be used
Sampled by
Laboratory No. 622742
Data Sheet No. A 619

Date received Dec. 7, 1962
Quantity represented
Type of material
Sample No.

TEST RESULTS

SOIL ANALYSIS:

LL %
PI %
FME %
SL %
R %
Cf %
LS %

Classification—Group

Sp. Gr. (Le Chatelier)
Sand Equivalent %
Natural Moisture %

Ap Gr (CA) 2.67 Moisture, SSD 2.1%

SIEVE ANALYSIS:

Ret. on	% Single Sieve

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% moisture
105.6	6.7
108.9	8.7
116.5	11.0
125.5 LW	13.1

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%
Colloids, smaller than 0.001 mm.	%	%

TRIAXIAL SHEAR TEST:

Sample	Remolded	Undisturbed
% Compaction		
% Moisture		
Depth Ratio Z/R		
Pavement Thickness, Z		
Angle of Friction, φ°		
Cohesion, C psi		
R Value		

Remarks: Size Designation 1½-0
Calculated Maximum Density:
at M gradation 141.4 pcf
at F gradation 139.4 pcf

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
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G. W. Harra
Engineer of Materials

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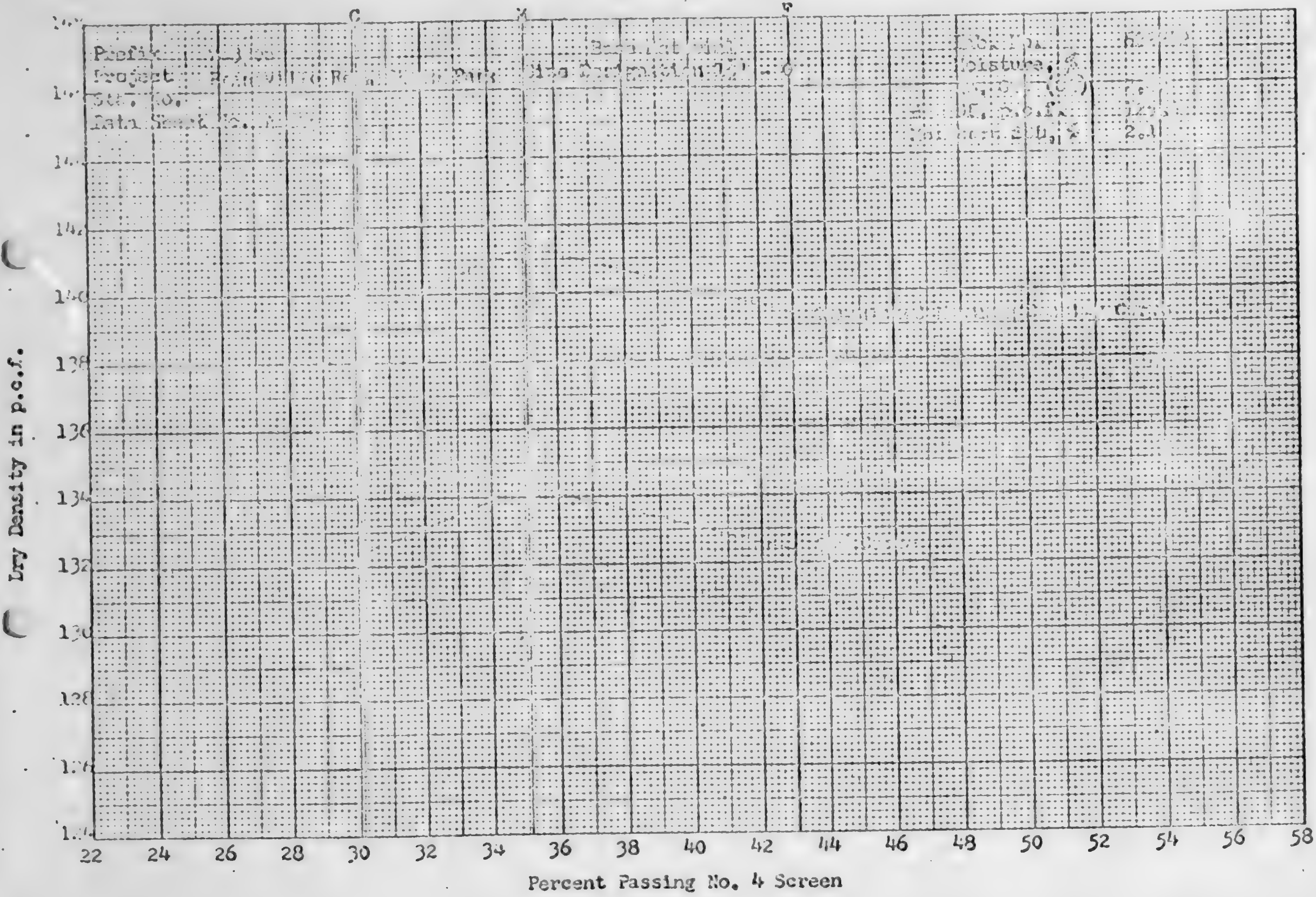
OREGON STATE HIGHWAY DEPARTMENT
Materials Division



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Form E-41—25M—4-62

EGON STATE HIGHWAY DEPART NT
Materials Division

Laboratory Report

Project Prineville Reservior State Park Facilities
Prefix No. 7-3306
Highway
County Crook
Contractor Rex Kimsey ~~Cnnxxt~~ Const.
Contract No. 6150
F. A. Project No.
Submitted by Dinty Moore
Date Reported Dec. 3, 1962

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material ~~Rxx~~ Prinville Res. Sta. 3+6 9' lt. of ℄ on L Line
Sampled at 0-6 in SG Plane
To be used Base Surfacing
Date received Nov. 21, 1962
Sampled by L. I. Peterson
Quantity represented 1000 c.y.

TEST RESULTS

Laboratory No. 620880
Type of material Cr. Rock 1½-0
Data Sheet No. A 586
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1½	0	0	
1	8.9	8.9	
¾	8.9	17.8	
½	20.8	38.6	
¼	23.5	62.1	
4	7.9	70.0	
10	11.2	81.2	
40	6.9	88.1	
80	7.2	95.3	
200	3.0	98.3	
Pass	1.7	1.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	25	%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon air degradation: Pass No. 20		%
Height		in.
Date sampled		

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
x Bridge Engineer
Requisition Office
x ~~D~~ Division Engineer Swift
x Resident Engineer M. W. Moore
Dist. Maint. Supt.
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Engineer of Materials

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OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Prinevillex~~Rzzzzzvk~~ Reservior State Park Facilities	Prefix No.	7-3306
Highway		County	Crook
Contractor	Rex Kimsey Const. Contract No. 6150	F. A. Project No.	
Submitted by	Dinty Moore	Date Reported	Dec. 3, 1962

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Prineville Res. Sta. 6+75 9' rt. of ℄ on L Line	Sampled at	0-6 in Plane
To be used	Base Surfacing	Date received	Nov. 21, 1962
Sampled by	L. I. Peterson	Quantity represented	1000 c.y.

TEST RESULTS

Laboratory No. 620881
Data Sheet No. A 587

Type of material Crushed Rock 1½-0
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1½	0	0	
1	6.9	6.9	
¾	13.4	20.3	
½	21.6	41.9	
¼	22.9	64.8	
4	8.0	72.8	
10	~~x1kz2~~ 11.3	84.1	
40	7.1	91.2	
80	4.8	96.0	
200	2.1	98.1	
Pass	1.9	1.9	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	22	%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon air degradation: Pass No. 20		%
Height		in.

Date sampled

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
X Bridge Engineer
Requisition Office
X Division Engineer Swift
X Resident Engineer M. W. Moore
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G. W. Harra
Engineer of Materials

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L. R. ALLEN

Form X-47—15M—6-62

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

LABORATORY REPORT

Project	~~Rein~~ Prineville Reservoir State Park Facil	Section No.	7-3306
Highway		County	Crock
Contractor	Rox Kimsey Const. Contract No. 6150	F. A. Project No.	
Submitted by	Robert Carter	Date reported	Nov. 9, 1962

REPORT ON SAMPLE OF REINFORCING STEEL

Source of material	Oregon Steel Mills		
Sampled at	Mercer Steel Co.		
To be used		Date received	Oct. 9, 1962
Sampled by	Carter	Quantity represented	

TEST RESULTS

Laboratory No.	615013	615014
Data Sheet No.	10997 (S-1173)	
Sample No.	2117R	2430R
Description	3	4
Heat No.	T-905	B1353
Quantity represented, lbs.	2523	249
Area, square inches	23.1108	.192
Elastic limit, lbs., per sq. in.	54150	53150
Tensile str., lbs., per sq. in.	82150	84400
Elongation, per cent	18.5	20.5
Reduction in area		
Fracture	S½C	S½C
Bend test	OK	OK
Weight per lineal foot, lbs.	.3769	.653
Deformations:		
Gap	OK	OK
Spacing	OK	OK
Height	OK	OK
Color	-	-
Remarks:	Shipped August 31, 1962 Inv. # 6099	

RECOMMENDATIONS

Material as represented by these samples is suitable for use.

TEST REPORT DISTRIBUTION
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
xBridge Engineer
Requisition Office
xDivision Engineer Swift
xResident Engineer M.W.Moore
Dist. Maint. Sup't
xFiles
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G. W. Harris
Engineer of Materials

State Printing 44050

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Form X-67—15M—4-62

O GON STATE HIGHWAY DEPARTM T
MATERIALS DIVISION

LABORATORY REPORT

Project Prineville Reservoir State Park Facilities Prefix No. 7-3306
Highway County Crock
Contractor Rex Kimsey Const. Contract No. 6150 F. A. Project No.
Submitted by Robert Carter Date reported Nov. 9, 1962

REPORT ON SAMPLE OF REINFORCING STEEL

Source of material Oregon Steel Mills
Sampled at Mercer Steel Co.
To be used Bridge Date received Oct. 9, 1962
Sampled by Carter Quantity represented

TEST RESULTS

Laboratory No.	615015	615016
Data Sheet No.	10988 (S-3306)	
Sample No.	2115R	342P
Description	3	4
Heat No.	T-903	A8728
Quantity represented, lbs.	778	1413
Area, square inches	.1094	.2003
Elastic limit, lbs., per sq. in.	53000	59900
Tensile str., lbs., per sq. in.	81350	86900
Elongation, per cent	19.0	19.5
Reduction in area		
Fracture	S½C	S½C
Bend test	OK	OK
Weight per lineal foot, lbs.	.3719	.681
Deformations:		
Gap	OK	OK
Spacing	OK	OK
Height	OK	OK
Color	-	Green

Remarks: Shipped August 22, 1962 Inv. # 5792

RECOMMENDATIONS

Material as represented by these samples is suitable for use.

TEST REPORT DISTRIBUTION
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
× Bridge Engineer
Requisition Office
× Division Engineer Swift
× Resident Engineer M.W. Moore
Dist. Maint. Sup't
× Files
xRief

G. W. Harra
Engineer of Materials

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Form E-61—25M—7-42

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project Prineville ~~Rxxxxxxxx~~ Reservoir State Park Facilities
Prefix No. 7-3306
Highway
County Crook
Contractor Rex Kinsey Const.
Contract No. 6150
F. A. Project No.
Submitted by M.W. Moore
Date Reported Oct. 10/, 1962

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material ø 1.0 mi. west adj. to Hwy-Park Entrande & Steel Bridge
Sampled at Crusher Oct. 3, 1962
To be used Base Surfacing
Date received Oct. 5, 1962
Sampled by L. I. Peterson
Quantity represented

TEST RESULTS

Laboratory No. 614369
Type of material Crushed Rock 1½-0
Data Sheet No. A732
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1½	0	0	
1	23.3	23.3	
¾	20.9	44.2	
½	18.9	63.1	
¼	16.8	79.9	
4	5.2	85.1	
10	6.5	91.6	
40	5.0	~~95.6~~96.6	
80	1.0	97.6	
200	0.8	98.4	
Pass	1.6	1.6~~2~~	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler 20.0
Specific gravity (Le Chatelier) 2.79
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot 95.4
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 9 %
Manufactured fines %
Liquid limit: Natural fines 32 %
Manufactured fines %
Fracture %
Sand equivalent 25.9
Oregon air degradation: Pass No. 20 21.57 %
Height 2.9 in.
Date Sampled

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:
- Bureau of Public Roads
- Construction Engineer
- Maintenance Engineer
- ×Bridge Engineer
- Requisition Office
- ×Division Engineer Swift
- ×Resident Engineer M.W.Moore
- Dist. Maint. Supt.
- Foreman
- Geology and Soils
- ×Files
- ×A. Shirley

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Engineer of Materials
L. R. ALLEN

State Printing 45016

Form E-61—35M—7-62

O GON STATE HIGHWAY DEPARTM NT
Materials Division

Laboratory Report

Project Prineville Reservoir State Park Facilities
Prefix No. 7-3306
Highway 0
County Crook
Contractor Res Kimsey Const.
Contract No. 6150
F. A. Project No.
Submitted by M.W. Moore
Date Reported Oct. 10, 1962

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material 1.0 mi. W - Adj. to Hwy.-/Park Entrande & Steel Bridge
Sampled at Crusher Oct. 3, 1962
To be used Base Surfacing
Date received Oct. 5, 1962
Sampled by L.I.Peterson
Quantity represented

TEST RESULTS

Laboratory No. 614370
Type of material Crushed Rock 1½-0
Data Sheet No. A733
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1½	0	0	
1	26.7	26.7	
¾	13.9	40.6	
½	18.6	59.2	
¼	18.6	77.8	
4	5.0	82.8	
10	7.5	90.3	
40	5.6	95.9	
80	1.1	97.0	
200	0.8	97.8	
Pass	2.2	2.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot	97.8	
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	6	%
Manufactured fines		%
Liquid limit: Natural fines	28	%
Manufactured fines		%
Fracture		%
Sand equivalent	32.1	
Oregon air degradation: Pass No. 20		%
Height		in.
Date Sampled		

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Swift
Resident Engineer M.W.Moore
Dist. Maint. Supt.
Foreman
Geology and Soils
Files
xA. Shirley

Engineer of Materials
L R. ALLEN

State Printing 45016

Form E-61—[illegible]—7-48

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Prinville Reservoir State Park Facilitiss	Prefix No.	7-3306
Highway		County	Crook
Contractor	Rex Kimsey Const.	Contract No. 6150	F. A. Project No.
Submitted by	M.W. Moore	Date Reported	Oct. 10, 1962

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Adj. to Hwy. - Park Entrande & Steel Bridge MP 14.0	Sampled at	Crusher, Sept. 25, 1962
		Date received	Oct. 5, 1962
To be used	Base Surfacing	Quantity represented	
Sampled by	L. I. Peterson		

TEST RESULTS

Laboratory No. 614368
Data Sheet No. A731
Type of material Crushed Rock 1½-0
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1½	0	0	
1	11.1	11.1	
¾	8.3	19.4	
½	9.7	29.1	
¼	11.3	40.4	
4	3.6	44.0	
10	8.1	52.1	
40	16.3	68.4	
80	14.9	83.3	
~~300~~200	8.6	91.9	
Pass	8.1	8.1	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot	104.7	
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	9	%
Manufactured fines		%
Liquid limit: Natural fines	~~2~~31	%
Manufactured fines		%
Fracture		%
Sand equivalent	13.3	
Oregon air degradation: Pass No. 20		%
Height		in.
Date Sampled		

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
xBridge Engineer
Requisition Office
xDivision Engineer Swift
xResident Engineer M.W. Moore
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Foreman
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xFiles
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Engineer of Materials
L. R. ALLEN

State Printing 45016

Form E-61—2M—1-62

REGON STATE HIGHWAY DEPART NT
Materials Division

Laboratory Report

Project Prineville Reservoir State Park Facilitires
Highway
Contractor Rex Kimsey Const.
Submitted by M.W. Moore
Contract No. 6150
Prefix No. 7-3306
County Crook
F. A. Project No.
Date Reported Oct. 10, 1962

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Adj. to Hwy-Park Entrande & Steel Bridge
Sampled at Crusher Sept. 19, 1962
Date received Oct. 5, 1962
To be used Base Surfacing
Quantity represented
Sampled by L.I. Peterson

TEST RESULTS

Laboratory No. 614367
Data Sheet No. A730
Type of material Crushed Rock 1½-0
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	0.3	0.3	
1	11.2	11.5	
¾	28.1	39.6	
½	24.4	64.0	
¼	16.8	80.8	
4	4.0	84.8	
10	4.0	88.8	
40	4.6	93.4	
80	2.8	96.2	
200	2.2	98.4	
Pass	1.6	1.6	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	16.3	
Specific gravity (Le Chatelier)	2.86	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot	98.4	
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	4	%
Manufactured fines		%
Liquid limit: Natural fines	28	%
Manufactured fines		%
Fracture		%
Sand equivalent	15.9	
Oregon air degradation: Pass No. 20	24.70	%
Height	1.3	in.

*Note: This sample was from somewhat selecte from dozer stockpile & bladed material.

Date Sampled

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
xBridge Engineer
Requisition Office
xDivision Engineer Swift
xResident Engineer M.W. Moore
Dist. Maint. Supt.
Foreman
Geology and Soils
xFiles
xA. Shirley

Engineer of Materials
L. R. ALLEN

State Printing 45016

Form E-60—25M—12-61

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Prineville Reservoir State Park Facilities	Prefix No.	7-3306
Highway		County	Crook
Contractor	Rex Kimsey Const. Contract No. 6150	F. A. Project No.	
Submitted by	x~~Rxxx~~ Paul Forcum	Date Reported	Sept. 18,1962

REPORT ON SAMPLE OF GCM PIPE

Source of material	Armco		
Sampled or inspected at	Plant,Portland		
To be used	Culvert	Date received	Sept. 7,1962
Sampled or inspected by	Forcum	Quantity represented	492'

TEST RESULTS

Laboratory No. 609327
Data Sheet No. I-36414

The ~~fxxxxx~~ following shipment, Aug. 30,1962 to ~~E~~Rex Kimsey Const. Co., Prineville, has been inspected andd found suitable for use.

Spec. - Uncoated	Brand - Armco & Helcor Non-Perf Helcor
1 pcs 42" diam 12 ga 14' long	1 pcs 12" diam 16 ga 10' long
2 " " " " " 20' "	1 " " " " 12' "
1 " " " " " 22' "	1 " " " " 14' "
1 " " " " " 24' "	10 " " " " 20' "
3 only " " 14ga bands	3 " " " " 22' "
1 " 24" " " 20' long	2 " " " " 24' "
1 " " " " 22' "	13 only " " " bands
2 only " " 16ga bands	

Lab #	607762	586922
Brand	Armco	Armco
Heat #	37725	46028
Gage	14	12
Zinc coatingg, oz. per sq. ft.	2.0	2.4

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
x Bridge Engineer
Requisition Office
x Division Engineer Swift
x Resident Engineer M.W.Moore
Dist. Maint. Supt.
Foreman
x Files
xForcum

G. W. Harra
Engineer of Materials

State Printing 40564

NOTED
L. R. ALLEN

Form E-73—10M—6-61

Laboratory number

(Do not use this space)

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

II - 36414

INSPECTION REPORT

Project Prineville Reservoir State Park (Give name of section or bridge upon which material is to be used)

Prefix No. [illegible] (This is important)

Highway

County

Contractor Rex Kinsey Const. Co. (Give name of contractor if work is under contract)

Purchase Order or Contract No. [illegible]

F. A. Project No.

Submitted by

Title

Address

Shipment of Galv. Corr. Steel Culvert (Type of material)

Date of shipment [illegible]

Shipper Armco

Shipping point Hillsboro

Consigned to Rex Kinsey Const. Co.

Destination Prineville

Shipment No. 1

Car No.

Quantity represented 492'

Specification Uncoated

Amount previously shipped to project –

Brand Armco - Helcor

Grade

Total shipped to project to date 492'

Remarks:

1pc	42" Dia	12ga	14' Long		
2pc	–	–	20' –		
1pc	–	–	22' –	Stock HY # 37725	Lab # 687762
1pc	–	–	24' –	– 46028	– 586922
3 only	–	14ga	Bands		
1pc	24" Dia	14ga	28' Long		
1pc	–	–	22' –		
2 only	–	14ga	Bands		
	Non-Perf	Helcor			
1pc	12" Diam	14ga	10' Long		
1pc	–	–	12' –		
1pc	–	–	14' –		
10pc	–	–	20' –		
3pc	–	–	22' –		
2pc	–	–	24' –		
13 only	–	–	Helcor		

RECEIVED
SEP 7 1962
OREGON STATE HIGHWAY COMMISSION
MATERIALS DEPARTMENT

NOTICE TO ENGINEER IN CHARGE:

This shipment has been {tested- inspected} and is suitable for use.

A confirmation of this release will be mailed to you from the laboratory. If the material has not been inspected or tested, it should be held until a laboratory report is received, unless special instructions to the contrary have been issued.

Bridge

Paul E. [illegible]
Inspector

INSTRUCTIONS: Original to Materials Division, Salem; Duplicate to be tacked in car or furnished to truck driver for delivery to Engineer in charge; retain triplicate.

State Printing 38412

F. P. STAGER
ATTORNEY AT LAW
255 CHURCH STREET N. E.
SALEM, OREGON

TELEPHONE 585-4354

Shaw
Clear with Lindas any material
you furnish on this
R. L. P.

October 24, 1963

State Highway Department
State of Oregon
Salem, 10, Oregon

Re: Prineville Reservoir State Park
Job No. 9162

Dear Sirs:

In the matter of the Prineville Reservoir State Park Contract, the settlement of which has been in dispute, would you make available to me the records of the aggregate tests on crushed rock and the plasticity index tests, if any. The contract is dated 9 August, 1962, Contract No. 6150, Job No. 9162, and was let to Kimsey Construction Co.

We appreciate your cooperation.

Very truly yours,

F. P. Stager

fps/cm

RECEIVED
OCT 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 25 1963
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
MAY 1? 1963

FOR FILING

6150

Files

THE Glens Falls GROUP
INSURANCE WITH INTEGRITY
PACIFIC DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CALIFORNIA

May 21, 1963

Mr. Floyd Query
Secretary
State Highway Department
State of Oregon
Salem 10, Oregon

Dear Sir:

Re. Bond No. 88-27-07
REX KIMSEY -to-
State of Oregon
Oregon State Highway Commission
To furnish labor and material for
Construction of Park Facilities - Job #9162
Prineville Reservoir State Park
Crook County, Oregon
Contract No. 6150

Reference is made to your letter of March 8, 1963 enclosing copy of claim in the amount of $2,765.00 in connection with the above. We are wondering if this claim has been settled in the meantime. If so, would you please advise if it is now in order for us to close our file, and also indicate the final contract price of this job?

Your early attention to this matter will be sincerely appreciated.

Yours very truly.

Peretti

Pacific Region Bond Dept.

kp

Encl; - status report form and
stamped self-addressed envelope
for your convenience in replying.

Ret-status report form
5/23/63 — Final contract
price $117,307.66
We have no info—
if claim has or has not
been paid.
CH.

NOTED
FLOYD QUERY

NOTED
C W HEAD

Glens Falls Insurance Company
The National Life Assurance Company of Canada — Kansas City Fire and Marine Insurance Company
Members of the Glens Falls Group

9

RECEIVED
MAY 8 - 1963

FOR FILING

7-[illegible]

May 7, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On March 1, 1963, we wrote to you concerning release of final payment on contract #6150, awarded to Rex Kimsey Const. Co., for park facilities in Prineville Reservoir State Park in Crook County.

Final payment on this contract is $12,963.12 and the total contract amount is $117,307.66. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Bourland Ins. Agency
1980 Fairgrounds Road NE
Salem, Oregon

cc: Rex Kimsey Const. Co.,
Route 1, Box 155
Stayton, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
MAR 1 0 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

7 [illegible]

6150 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 8, 1963

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem 10, Oregon

Attention: Mr. George C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $2,765 received from Leroy E. Grote, dba Cinder Hill Company, Prineville, for material furnished to Rex Kimsey Construction Company.

This appears to be in connection with the Rex Kimsey Construction Company Contract No. 6150 for construction of park facilities in Prineville Reservoir State Park in Crook County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

NOTED ON CARD
dc

File # 4003

FILED
MAR 11 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED
C. W. HEAD

CINDER HILL
LEROY E. GROTE
PRINEVILLE
ADED CRUSHED CINDERS - CRUSHED ROCK
ROAD MATERIALS
PRINEVILLE, OREGON

REDMOND MADRAS

Pacific Paving Company, Inc.

Roy Grote

CRUSHED ROCK — ROAD MATERIALS — ASPHALTIC CONCRETE PAVING —CRUSHED CINDERS

HEADQUARTERS:
FOSTER'S QUARRY
DRY CREEK ROAD
PRINEVILLE, OREGON

HIllcrest 7-5500

REDMOND YARD LINCOLN 8-3118
REDMOND, OREGON

March 5, 1963

Oregon State Highway Department
Oregon State Highway Building
Salem, Oregon

Att: Mr. Cecil Head, Secretary

Re: Oregon State Highway Contract #6150

County: Crook
Highway: Park Facilities
Section: Prineville Reservoir State Park
Kind of Work:

Gentlemen:

Notice hereby is given that the undersigned, Leroy E. Grote dba Cinder Hill Co., Prineville, Oregon, has a claim in the amount of $2,765.00 (Twenty-Seven Hundred sixty-five Dollars) against the bond taken from Rex Kimsey Construction Co., Route 1, Box 155, Stayton, Oregon, whose surety is Glens Falls Indemnity Co., Bourland Ins. Agency, 1980 Fairgrounds Road, N. E., Salem, Oregon, for the following material taken from our pit and used by Rex Kimsey Construction Co.

6,000 CY Shot Quarry Rock taken from our Pit on Yancey Property @ 45¢	$ 2,700.00
Timbers & Blocking Taken from our Yard at Prineville	65.00
Total	$ 2,765.00

Very truly yours,

Leroy E. Grote

Leroy E. Grote
dba Cinder Hill Co.

LEG:C

RECEIVED
MAR 7 1963
OREGON
STATE HIGHWAY COMMISSION

"PACIFIC WILL PAVE THE WAY FOR YOU"

RECEIVED
MAR 1 1963
FOR FILING

9

7
6150

February 28, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed February 13 on Contract 6150. The contract was with the Rex Kinsey Construction Company for work on the Prineville Reservoir State Park Facilities in Crook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 28, 1963, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary I may consider the matter has your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

RECEIVED
UG 22 1962

FOR FILING

6150

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
August 21, 1962

To: Mr. D. B. Parkes
Contract Payments

OFFICE

SUBJECT: Prineville Reservoir State Park Facilities
Contract No. 6150

Rex Kimsey Construction Company began work on the Prineville Reservoir State Park Facilities construction project in Crook County, Contract No. 6150, on August 17, 1962.

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
SEP 13 1962
FOR FILING

7

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
August 20, 1962

Agenda Item 3a-3

Mr. Harold Schick
State Parks Superintendent
Office

Attached is a conformed copy of an agreement with the Central Electric Cooperative, Inc. of Redmond re furnishing electrical power for the state park recently established at Prineville Reservoir in Crook County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the Electric Company and one to the Department of Finance & Administration.

Secretary

rn
Attach: 1

RECEIVED
AUG 20 1962
FOR FILING

6150

The transformation of Prineville State Park into one of the finest recreational spots in the area is now underway with the letting of a $122,081.50 contract for the improvement of the park facilities in Crook County.

The contract, let by the Oregon State Highway Department, calls for the construction of two flush latrines, a shelter building, one utility building with shower and laundry facilities, 47 tent sites, 22 trailer sites, and improvement of the beach, drinking water facilities and the parking area.

The park, about 14 miles south of Prineville, is reached by going south from Prineville on the Combs Flat Road for 1 1/2 miles and turning right onto a county road that has recently been graded and surfaced by the county. The road into the park is graveled, and will be oiled soon by the county.

The park is a joint effort of county, state and federal agencies. The land was owned by the Bureau of Reclamation and then licensed to Crook County. The county made road improvements and in turn licensed the area to the Highway Department for a state park.

At the north side of the lake is the park entrance and the location of the central facilities. The overnight camp area has three loop roads, with tent sites and trailer hookups for electricity, water and sewage.

Just west of the loops is the shelter building for people swimming at the beach west of the building. South of the swimming area is the parking lot and boat ramp. The parking lot will accomodate 75 cars. The 220 x 60 foot boat ramp has been surfaced.

Construction is being handled by Kimsey Construction Company of Stayton.

# \# \#

FORM E-123

RECEIVED
AUG 10 1962
FOR FILING

7-23-62

6150

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 9 1962

Rex Kimsey Const. Co.,
Route 1, Box 155
Stayton
Oregon

Gentlemen:

The State Highway Commission on August 9, 1962 awarded to you State Highway Contract No. 6150 for the following project:

Prineville Reservoir State Park Facilities in Crook County

This award was based on your bid of $122,881.50 which was the low bid submitted to the Commission on August 8, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SI&C)
I. D. Merchant
Harold Schick

RECEIVED
AUG 1 1962
FOR FILING

7-3306

6150

July 30, 1962

Oregon State Highway Commission

Gentlemen:

To secure electrical power for the state park recently established at the Prineville Reservoir, in Crook County, it is necessary to enter into an agreement with the Central Electric Cooperative of Redmond, Oregon.

The agreement permits the Cooperative to locate, construct, and maintain a power line within the state park and provides that the Cooperative shall supply electrical current at its regularly published Rate Schedule B which is attached to the agreement. The minimum charged will be $54 per year at each of the two points of delivery, or a total of $108 per year minimum charge.

It is recommended that you approve this agreement and authorize the Secretary to sign in your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
P. M. Stephenson
Victor D. Wolfe
Harold Schick
C. H. Maison

PMS:er hlb

I-80N-2(26) Hood River Bridge Widening 1962
61
#6151

RECEIVED
FEB 14 1966
FORM E-30 50M 3-65 SP*6470-734
FOR FILING

I 80N-2(26)61

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 8, 1966
Salem, Oregon

SUBJECT: Reference is made to BPR Citation for Cost of Shop Inspection of Structural Steel on Project I-80N-2(26)

To: Mr. Tom Edwards
Assistant State Highway Engineer

OFFICE

This is our Contract No. 6151 with Pacific Concrete Company for widening the Hood River Bridge.

Our negotiations for inspection of this material started September 28, 1962, with Pittsburgh and Hunt and were completed October 11, 1962, with our authorizing Pittsburgh to proceed with the work.

Our first indication that use of outside agencies such as this fall within the scope and requirements of PPM 40-6 was a BPR memo (Hall to Parsons) dated November 1, 1962, and first definite instructions to comply with PPM 40-6 came in a memo (Parsons to Cooper) dated January 21, 1963.

From our records I fail to see the reason for this citation.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

CAG:jf

NOTED
TOM EDWARDS

INEER

RECEIVED
AUG 19 1964

FOR FILING

[illegible]

6151

August 18, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Cahill Bldg., 350 Sansome St.,
San Francisco 4, California

Gentlemen:

On August 14, 1964, we wrote to you concerning release of final payment on contract #6151, awarded to Pacific Concrete Co., for the Hood River Bridge widening on the Mitchell Point-Hood River Section of Columbia River Highway in Hood River County.

Final payment on this contract is $9,557.10 and the total contract amount is $274,900.98, including $2,190.79 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

xc: Glens Falls Insurance Co.,
James E. Schram & Co.,
Woodlark Bldg.,
Portland 5, Oregon

cc: Pacific Concrete Co.,
P. O. Box 7648
Portland 20, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
AUG 14 1964

FOR FILING

August 13, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed June 9 on Contract No. 6151. The contract was with Pacific Concrete Company and was for widening the Hood River Bridge on the Columbia River Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 13, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Mason

LPS:bbc

RECEIVED
DEC 20 1963
FORM E-30 50M 3-63 49607

FOR FILING

6151

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1963

SUBJECT: Hood River Bridge Widening
Contract No. 6151

To: Mr. Forrest Cooper
State Highway Engineer

REFERRED TO
Merchant
BY DEPUTY STATE HIGHWAY ENGINEER

Pacific Concrete Company, contractor on the above project, has completed all work on the contract with the exception of some minor deck patching. This deck patching cannot be completed until favorable weather in the Spring, due to the nature of materials required in the work. Contractor has requested that all monies due on the contract be released to him at this time.

Because the contractor is prevented by conditions beyond his control from completing the work at this time, I propose to release all funds due on the contract with the exception of three per cent of the contract amount. May I have your approval on this action?

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

CAG:jm

Approved:
R. L. Porter
Dep. State Highway Engineer

RECEIVED
DEC 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Orig. to Merchant
Copy to Stephenson
12-20-63

RECEIVED
FEB 11 1963

FOR FILING

I-[illegible]

6/11

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

February 5, 1963

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-80N-2(26)61
Mitchell Point-Hood River Section

Reference is made to Mr. Ivan Merchant's letter dated January 30, 1963 concerning the subcontracting a part of the work to Portland Erection, Inc.,

Please advise as to the dollar value of this subcontract.

RECEIVED
FEB 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Original To Merchant
2-11-63

NOTED
LLOYD P. SHAW

RECEIVED
V 21 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 21, 1962

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage Street
Salem, Oregon

Re: Mitchell Point-Hood River Section
Hood River Bridge Widening
Contract No. 6151
FAP No. I-80N-2(26)61

Dear Sir:

Pacific Concrete Company started work on the Hood River Bridge Widening project on the Columbia River Highway in Hood River County, Contract No. 6151, FAP No. I-80N-2(26)61, on November 19, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query
J. W. Nash
D. B. Parkes

NOTED
FLOYD QUERY

6151

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. RECEIVED SEP 6 1962	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE **Oregon**
PROJECT REPORT NO. FOR FILING	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY **Hood River**
		PROJECT NO. **I-80N-2(26)61**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

6151

PROJECT TERMINI

I-80, FR. U S 30 to Hood River

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-17-62	0.070
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 306,716.00	$ 282,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By

ASSISTANT State Highway Engineer
(Title)

By ______
(Title)

By ______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

L. R. Backlund

By: L. R. Backlund
Administrative Manager

Date executed by Division Engineer August 30, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(26)61

MITCHELL POINT-HOOD RIVER SECTION (STRUCTURE)
OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 16, 1962

Type Code X 041
Hood River Bridge Widening (Br. #2444A)(Sta 1204+99.35 to Sta. 1208+67.45)
(Contract 6151)

Remodel Bridge and Maintain Traffic	All	Required		$ 5,000.00
Shoring, Cribbing, etc.	All	Required		60,000.00
Structural Excavation	1,000	cu.yd.	5.00	5,000.00
Structural Excavation Below Elevation Shown	50	cu.yd.	50.00	2,500.00
Furnish 10" BP 42# Steel Piling	675	lin.ft.	5.00	3,375.00
Drive Steel Piles	15	only	60.00	900.00
Splice Steel Piles	4	only	50.00	200.00
Seal Concrete	361	cu.yd.	30.00	10,830.00
Class "A" Concrete (790 cu.yd.)	All	Required		50,320.00
Metal Reinforcement (164,400 lb.)	All	Required		21,000.00
Strustural Steel (547,000 lb.)	All	Required		116,000.00
Steel Railing	368	lin.ft.	6.00	2,208.00
				$ 277,333.00
Flagging (57½% Contractor's Cost)	All	Required		$ 1,500.00
	Subtotal			278,833.00
	10% Engr. & Cont.			27,883.00
	Total			$ 306,716.00

Length of Structure - - - - - - - - - - - -0.070 mile

Federal Funds- -	$ 282,000.00
State Funds- -	24,716.00
	$ 306,716.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds for Maint: Chap. 529, laws 1939

Federal-Aid
Project No. I-80N-2(26)61

Oregon State Highway Department

MITCHELL POINT-HOOD RIVER SECTION (STRUCTURE)

OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 13, 1962

Type Code X031
Hood River Bridge Widening (Br. #2444-A)(Sta. 1204+99.35 to Sta. 1208+67.45)

Remodel Bridge and Maintain Traffic	All Required		$ 10,000.00
Shoring, Cribbing, etc.	All Required		40,000.00
Structural Excavation	1,000 cu.yd.	$ 7.00	7,000.00
Structural Excavation Below Elevation Shown	50 cu.yd.	10.00	500.00
Furnish 10" BP 42# Steel Piling	675 lin.ft.	5.50	3,712.50
Drive Steel Piles	15 only	70.00	1,050.00
Splice Steel Piles	4 only	40.00	160.00
Seal Concrete	361 cu.yd.	40.00	14,440.00
Class "A" Concrete (782 cu.yd. at $70.00)	All Required		54,740.00
Metal Reinforcement (163,000 lb. at $0.13)	All Required		21,190.00
Structural Steel (547,000 lb. at $0.27)	All Required		147,690.00
Steel Railing	368 cu.yd. lin ft.	8.00	2,944.00
			$303,426.50
Flagging (57½% of Contractor's Cost)	All Required		$ 1,500.00
	Subtotal		$304,926.50
	10% Engr. & Cont.		30,492.50
	Total		$335,419.00

Length of Structure - - - - 0.070 Mile

Federal Funds -	$308,000.00
State Funds -	27,419.00
	$335,419.00

RECEIVED
AUG 13 1962

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

August 9, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-80N-2(26)61

As requested in your letter of today advising that all rights-of-way or rights-of-entry have been acquired for Oregon Project I-80N-2(26)61, Mitchell Point-Hood River Section (structure), Columbia River Highway, we hereby concur, as of this date, in award of Contract No., 6151 to Pacific Concrete Co., of Portland, Oregon, low bidder in the amount of $277,333.00 at the August 8, 1962 bid opening.

original To Young
8-13-62

RECEIVED
UG 10 1962
FOR FILING
I-80N-5([illegible])
6151

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. BRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 9, 1962

Pacific Concrete Co.,
10401 NE Marx Street
Portland 2[illegible]
Oregon

Gentlemen:

The State Highway Commission on August 9, 1962 awarded to you State Highway Contract No. 6151 for the following project:

Hood River Bridge widening in Hood River County.

This award was based on your bid of $277,333.[illegible]0 which was the low bid submitted to the Commission on August 8, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

de

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JUL 19 1962

FOR FILING

6151

477 Cottage Street, N.E.
Salem, Oregon

July 17, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-80N-2(26)61
Mitchell Point-Hood River Section (Structure)
of the Columbia River Highway

We have today approved the P. S. and E. documents for the subject project. Mr. Wright's July 13, 1962 letter indicates that all necessary rights-of-way and rights-of-entry have been acquired.

This is to authorize your advertising of the project for bids. Authorization is given with the understanding that you will make any changes found necessary following completion of our detailed review of the plans.

original To Young
7-18-62

NOTED
R. L. PORTER

I-5-1(40) Seven Struc. on N. Ashland In- 1962
14 terch.-S. Ashland Interch. Sec.,
#6152 Pacific Hwy.

RECEIVED
FEB 14 1964

FOR FILING

61[illegible]

February 13, 1964

Federal Insurance Co.,
Bonding Department
417 Norton Bldg.,
Seattle 4, Washington

Gentlemen:

On August 20, 1963, we wrote to you concerning release of final payment on contract #6152, awarded to Tom Lillebo Const. Co., for 7 structures on the North Ashland Interchange-South Ashland Interchange Section of Pacific Highway in Jackson County.

Final payment on this contract is $12,149.05 and the total contract amount is $505,964.46. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co.Inc.,
603 Panama Bldg.,
Portland 4, Oregon

cc: Tom Lillebo Const. Co.,
P. O. Box 365
Reedsport, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
AUG 20 1963

FOR FILING

[illegible]

6152

August 19, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed July 17 on Contract No. 6152. The contract was with the Tom Lillebo Construction Company for work on the North Ashland Interchange-South Ashland Interchange structures on the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project, effective August 19, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

Contract 6152

Form Approved; Budget Bureau No. 41-R1089

RECEIVED
2 1962
FOR FILING

TRANSACTION NO. 27	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 6	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Jackson
		PROJECT NO. I-5-1(40)14

I-5-1(4

6152

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 99 N. Ashland to Clowson Road

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-16-62	0.125
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 563,323.00	$ 518,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. L. Foster

ASST State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
Administrative Manager

Date executed by Division Engineer September 25, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal Aid
Project No. I-5-1(40)14

NORTH ASHLAND INTERCHANGE-SOUTH ASHLAND

INTERCHANGE SECTION (STRUCTURES) OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 27, 1962

Type Code X221
Oak Street O'Xing (Sta. 1406+95.5 to Sta. 1409+32.5) (Br. 08738) (Contract 6152)

Shoring, Cribbing, Etc.	All	Required		$ 3,500.00
Structural Excavation	800	cu.yds.	$ 3.75	3,000.00
Structural Excavation Below Elevation Shown	50	cu.yds.	10.00	500.00
Furnish Treated Timber Piling	5,320	lin.ft.	1.55	8,246.00
Furnish 10" BP 42# Steel Piling	885	lin.ft.	4.25	3,761.25
Drive Timber Piles	204	only	34.00	6,936.00
Drive Steel Piles	21	only	68.00	1,428.00
Splice Steel Piles	4	only	50.00	200.00
Class "A" Concrete (1,932 cu.yds.)	All	Required		102,900.00
Metal Reinforcement (379,000 lbs.)	All	Required		49,000.00
8-Inch Metal Drain Pipe	300	lin.ft.	3.00	900.00
				$180,371.25

Type Code 1781
Mountain Avenue U'Xing (Br. 08739) (Sta. 1439+00) (Contract 6152)

Shoring, Cribbing, Etc.	All	Required		$ 1,000.00
Structural Excavation	150	cu.yds.	$ 6.00	900.00
Structural Excavation Below Elevation Shown	20	cu.yds.	18.00	360.00
Furnish 10" BP 42# Steel Piling	100	lin.ft.	4.25	425.00
Drive Steel Piles	40	only	100.00	400.00
Splice Steel Piles	1	only	50.00	50.00
Class "A" Concrete (312 cu.yds.)	All	Required		20,900.00
50' to 55' Type III Prestressed Beams	4	only	1,050.00	4,200.00
55' to 60' Type III Prestressed Beams	4	only	1,100.00	4,400.00
70' to 75' Type III Prestressed Beams	10	only	1,500	15,000.00
Metal Reinforcement (61,000 lbs.)	All	Required		7,900.00
Preparation of Slopes	120	sq.yds.	1.65	198.00
Concrete Slab Riprap	120	sq.yds.	9.25	1,110.00
8-Inch Metal Drain Pipe	240	lin.ft.	3.00	720.00
				57,563.00

Type Code X021
Bear Creek Bridge (Br. #8742) (Sta. 1530+18.5 to Sta. 1532+85.5)

Shoring, Cribbing, Etc.	All Required		$ 13,450.00
Structural Excavation	1,100 cu.yds.	$ 5.00	5,500.00
Structural Excavation Below Elevation Shown	100 cu.yds.	15.00	1,500.00
Furnish 10" BP 42# Steel Piling	560 lin.ft.	4.25	2,380.00
Drive Steel Piles	16 only	68.00	1,088.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete (1530 cu.yds.)	All Required		104,800.00
Metal Reinforcement (354,200 lbs.)	All Required		45,200.00
Stone Riprap	300 cu.yds.	6.50	1,950.00
8-Inch Metal Drain Pipe	300 lin.ft.	3.00	900.00
			$176,968.00

Type Code X281
Crowson Road O'Xing (Br. #8746) (Sta. 1618+49.58 to Sta. 1620+05.92) (Contract 6152)

Shoring, Cribbing, Etc.	All Required		$ 2,200.00
Structural Excavation	500 cu.yds.	$ 4.00	2,000.00
Structural Excavation Below Elevation Shown	50 cu.yds.	15.00	750.00
Furnish 10" BP 42# Steel Piling	855 lin.ft.	4.25	3,633.75
Drive Steel Piles	22 only	68.00	1,496.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete (520 cu.yds.)	All Required		34,850.00
45' to 50' Type II Prestressed Beams	21 only	790.00	16,590.00
50' to 55' Type II Prestressed Beams	24 only	860.00	20,640.00
Metal Reinforcement (107,600 lbs.)	All Required		14,300.00
8-Inch Metal Drain Pipe	150 lin.ft.	3.00	450.00
			$ 97,109.75
Flagging (57½% of Contractors Cost)	All Required		$ 100.00
	Subtotal		512,112.00
	10% Engr. & Cont.		51,211.00
			$563,323.00

Length of 4 Structures - - - - - - - - - - - - 0.125 Mile

Federal Funds - $518,000.00
State Funds - 45,323.00
$563,323.00

State Funds For Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap 529, Laws 1939.
State Funds For Maint: Chap 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-1(40)14

NORTH ASHLAND INTERCHANGE-SOUTH ASHLAND INTERCHANGE SECTION (STRUCTURES) OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 1, 1962

Type Code X221
Oak Street O'xing (Sta. 1406+95.5 to Sta. 1409+32.5) (Br. #8738)

Shoring, Cribbing, etc.	All Required		$ 6,000.00
Structural Excavation	800 cu.yds.	$ 6.00	4,800.00
Structural Excavation Below Elevation Shown	50 cu.yds.	12.00	600.00
Furnish Treated Timber Piling	5,320 lin.ft.	1.50	7,980.00
Furnish 10" BP 42# Steel Piling	885 lin.ft.	5.50	4,867.50
Drive Timber Piles	204 only	45.00	9,180.00
Drive Steel Piles	21 only	60.00	1,260.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete (1502 cu.yds. @ $75.)	All Required		112,650.00
Metal Reinforcement (379,000 lbs. @ $0.13)	All Required		49,270.00
8-inch Metal Drain Pipe	300 lin.ft.	4.00	1,200.00
			$197,967.50

Type Code X781
Mountain Ave. U'xing (Br. #8739)(Sta. 1439+00)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation,	150 cu.yds.	$10.00	1,500.00
Structural Excavation Below Elevation Shown	20 cu.yds.	10.00	200.00
Furnish 10" BP 42# Steel Piling	100 lin.ft.	6.00	600.00
Drive Steel Piles	4 only	200.00	800.00
Splice Steel Piles	1 only	50.00	50.00
Class "A" Concrete (312 cu.yds. @ $75.)	All Required		23,400.00
50' to 55' Type III Prestressed Beams	4 only	850.00	3,400.00
55' to 60' Type III Prestressed Beams	4 only	950.00	3,800.00
70' to 75' Type III Prestressed Beams	10 only	1,300.00	13,000.00
Metal Reinforcement (61,000 lbs. @ $0.13)	All Required		7,930.00
Preparation of Slopes	120 sq.yds.	1.50	180.00
Concrete Slab Riprap	120 sq.yds.	7.00	840.00
8-inch Metal Drain Pipe	240 lin.ft.	4.00	960.00
			$ 59,660.00

Type Code X021
Bear Creek Bridge (Br. #8742)(Sta. 1530+18.5 to Sta. 1532+85.5)

Shoring, Cribbing, etc.	All Required		$ 20,000.00
Structural Excavation	1,100 cu.yds.	$ 7.00	7,700.00
Structural Excavation Below Elevation Shown	100 cu.yds.	10.00	1,000.00
Furnish 10" BP 42# Steel Piling	560 lin.ft.	5.50	3,080.00
Drive Steel Piles	16 only	70.00	1,120.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete (1,530 cu.yds. @ $75.00)	All Required		114,750.00
Metal Reinforcement (354,200 lbs. at $0.13)	All Required		46,046.00
Stone Riprap	300 cu.yds.	4.00	1,200.00
8-inch Metal Drain Pipe	300 lin.ft.	4.00	1,200.00
			$196,296.00

Type Code X281
Crowson Road O'xing (Br. #8746)(Sta. 1618+49.58 to Sta. 1620+05.92)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	500 cu.yds.	$ 7.00	3,500.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Furnish 10" BP 42# Steel Piling	855 lin.ft.	5.50	4,702.50
Drive Steel Piles	22 only	60.00	1,320.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete (520 cu.yds. @ $75.)	All Required		37,440.00
45' to 50' Type II Prestressed Beams	21 only	635.00	13,335.00
50' to 55' Type II Prestressed Beams	24 only	685.00	16,440.00
Metal Reinforcement (107,600 lbs. @ $0.13)	All Required		13,988.00
8-inch Metal Drain Pipe	150 lin.ft.		600.00
			$ 96,025.50

Flagging (57½% of Contractor's Cost)	All Required	$ 100.00
	Subtotal	$550,049.00
	10% Engr. & Cont.	55,004.00
	Total	$605,053.00

Length of 4 Structures - - - - - - - - 0.125 mile

Federal Funds - $556,000.00
State Funds - 49,053.00

$605,053.00

N. ASHLAND INTERCHANGE-S. ASHLAND INTERCHANGE SECTION

Project I-5-1(40)14

Prestressed Beam Estimate

Type III Beams
50' to 55'

Overhead			$ 90.00
Class "AA" Concrete	7.7 cu.yds.	$57.00	577.50
Prestress Steel	500 lbs.	0.40	200.00
Metal Reinforcement	881 lbs.	0.12	105.72
			$ 884.12

55' to 60'

Overhead			$ 90.00
Class "AA" Concrete	8.4 cu.yds.	$57.00	484.50
Prestress Steel	675 lbs.	0.40	270.00
Metal Reinforcement	908 lbs.	0.12	108.96
			$ 953.46

70' to 75'

Overhead			$ 90.00
Class "AA" Concrete	11 cu.yds.	$57.00	627.00
Prestress Steel	1,175 lbs.	0.40	470.00
Metal Reinforcement	1,147 lbs.	0.12	137.64
			$1,324.64

Type II Beams
45' to 50'

Overhead			$ 90.00
Class "AA" Concrete	4.8 cu.yds.	$57.00	273.60
Prestress Steel	447 lbs.	0.40	178.80
Metal Reinforcement	643 lbs.	0.12	77.16
			$ 619.56

50' to 55'

Overhead			$ 90.00
Class "AA" Concrete	5.3 cu.yds.	$57.00	302.10
Prestress Steel	533 lbs.	0.40	213.00
Metal Reinforcement	651 lbs.	0.12	78.12
			$ 683.22

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(40)14

NORTH ASHLAND INTERCHANGE-SOUTH ASHLAND INTERCHANGE SECTION (STRUCTURES)

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 13, 1962

Type Code X221
Oak Street O'xing (Sta. 1406+95.5 to Sta. 1409+32.5)(Br. #8738)

Shoring, Cribbing, etc.	All Required		$ 6,000.00
Structural Excavation	800 cu.yd.	$ 6.00	4,800.00
Structural Excavation Below Elevation Shown	50 cu.yd.	12.00	600.00
Furnish Treated Timber Piling	5,320 lin.ft.	1.50	7,980.00
Furnish 10" BP 42# Steel Piling	885 lin.ft.	5.50	4,867.50
Drive Timber Piles	204 only	45.00	9,180.00
Drive Steel Piles	21 only	60.00	1,260.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete (1,494 cu.yd. at $75.00)	All Required		112,050.00
Metal Reinforcement (379,000 lb. at $0.13)	All Required		49,270.00
8-inch Metal Drain Pipe	300 lin.ft.	4.00	1,200.00
			$197,367.50

Type Code X781
Mountain Avenue U'xing (Br. #8739)(Sta. 1439+00)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	150 cu.yd.	$10.00	1,500.00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00	200.00
Furnish 10" BP 42# Steel Piling	100 lin.ft.	6.00	600.00
Drive Steel Piles	4 only	200.00	800.00
Splice Steel Piles	1 only	50.00	50.00
Class "A" Concrete (312 cu.yd. at $75.00)	All Required		23,400.00
50' to 55' Type III Prestressed Beams	4 only	850.00	3,400.00
55' to 60' Type III Prestressed Beams	4 only	950.00	3,800.00
70' to 75' Type III Prestressed Beams	10 only	1300.00	13,000.00
Metal Reinforcement (61,000 lb. at $0.13)	All Required		7,930.00
Preparation of Slopes	120 sq.yd.	1.50	180.00
Concrete Slab Riprap	120 sq.yd.	7.00	840.00
8-inch Metal Drain Pipe	240 lin.ft.	4.00	960.00
			$ 59,660.00

Type Code X021
Bear Creek Bridge (Br. #8742)(Sta. 1530+18.5 to Sta. 1532+85.5)

Shoring, Cribbing, etc.	All Required		$ 20,000.00
Structural Excavation	1,100 cu.yd.	$ 7.00	7,700.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Furnish 10" BP 42# Steel Piling	560 lin.ft.	5.50	3,080.00
Drive Steel Piles	16 only	70.00	1,120.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete (1,615 cu.yd. at $75.00)	All Required		121,125.00
Metal Reinforcement (363,600 lb. at $0.13)	All Required		47,268.00
Stone Riprap	300 cu.yd.	4.00	1,200.00
8-inch Metal Drain Pipe	300 lin.ft.	4.00	1,200.00
			$203,893.00

Type Code X281
Crowson Road O'xing (Br. #8746)(Sta. 1618+49.58 to Sta. 1620+05.92)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	500 cu.yd.	$ 7.00	3,500.00
Structural Excavation Below Elevation Shown	50 cu.yd.	10.00	500.00
Furnish 10" BP 42# Steel Piling	855 lin.ft.	5.50	4,702.50
Drive Steel Piles	22 only	60.00	1,320.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete (520 cu.yd. at $72.00)	All Required		37,440.00
45' to 50' Type II Prestressed Beams	21 only	635.00	13,335.00
50' to 55' Type II Prestressed Beams	24 only	685.00	16,440.00
Metal Reinforcement (107,600 lb. at $0.13)	All Required		13,988.00
8-inch Metal Drain Pipe	150 lin.ft.	4.00	600.00
			$ 96,025.50

Flagging (57½% of Contractor's Cost)	All Required	$ 100.00
	Subtotal	$557,046.00
	10% Engr. & Cont.	55,704.00
	Total	$612,750.00

Length of 4 Structures - - - - 0.125 Mile

Federal Funds -	$563,000.00
State Funds -	49,750.00
	$612,750.00

N. ASHLAND INTERCHANGE-S. ASHLAND INTERCHANGE SECTION

PROJECT I-5-1(40)14

Prestressed Beam Estimate

Type III Beams
50' to 55'

Overhead			$ 90.00
Class "A-A" Concrete	7.7 cu.yd.	$57.00	577.50
Prestress Steel	500 lb.	0.40	200.00
Metal Reinforcement	881 lb.	0.12	105.72
			$ 884.12

55' to 60'

Overhead			$ 90.00
Class "A-A" Concrete	8.4 cu.yd.	$57.00	484.50
Prestress Steel	675 lb.	0.40	270.00
Metal Reinforcement	908 lb.	0.12	108.96
			$ 953.46

70' to 75'

Overhead			$ 90.00
Class "A-A" Concrete	11 cu.yd.	$57.00	627.00
Prestress Steel	1,175 lb.	0.40	470.00
Metal Reinforcement	1,147 lb.	0.12	137.64
			$1,324.64

Type II Beams
45' to 50'

Overhead			$ 90.00
Class "A-A" Concrete	4.8 cu.yd.	$57.00	273.60
Prestress Steel	447 lb.	0.40	178.80
Metal Reinforcement	643 lb.	0.12	77.16
			$ 619.56

50' to 55'

Overhead			$ 90.00
Class "A-A" Concrete	5.3 cu.yd.	$57.00	302.10
Prestress Steel	533 lb.	0.40	213.00
Metal Reinforcement	651 lb.	0.12	78.12
			$ 683.22

RECEIVED
SEP 24 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6152

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 19, 1962

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage Street
Salem, Oregon

Re: N. Ashland-S. Ashland Interchange
Structures
Contract No. 6152
FAP No. I-5-1(40)14

Dear Mr. Parsons:

Tom Lillebo Construction Company started work on the above project on September 10, 1962.

Work actually started on the Oak Street Overcrossing, the only site available at this time.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

By ORIGINAL SIGNED
T. C. ROAKE

T. C. Roake
Asst. Bridge Engineer

CAG:dl

cc: J. W. Nash
Floyd Query
D. B. Parkes

RECEIVED
SEP 19 1962
OFFICE ENGINEERING
DIVISION

FORM E-133

RECEIVED
AUG 10 1962
FOR FILING

6152

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 9 1962

Tom Lillebo Const. Co.,
P. O. Box 365
Reedsport
Oregon

Gentlemen:

The State Highway Commission on August 9, 1962, awarded to you State Highway Contract No. 6152 for the following project:

Seven structures on the North Ashland Interchange-South Ashland Interchange Section of Pacific Highway in Jackson County.

This award was based on your bid of $512,012.00 which was the low bid submitted to the Commission on August 8 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ds

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
AUG 13 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

August 9, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-1(40)14

As requested in your letter of today advising that all rights-of-way or rights-of-entry have been acquired for Oregon Project I-5-1(40)14, N. Ashland Interchange-S. Ashland Interchange Section (Structures), of the Pacific Highway, we hereby concur, as of this date, in award of Contract No., 6152 to Tom Lillebo Construction Co., of Reedsport, Oregon, low bidder in the amount of $512,012.00 at the August 8, 1962 bid opening.

Original To Young
8-13-62

RECEIVED
JUL 19 1962
FOR FILING
I-5-1([illegible]
[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

July 17, 1962

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-1(40)14
North Ashland Interchange-South Ashland Interchange Section
(Structures) of the Pacific Highway

We have today approved the P. S. and E. documents for the subject project. Mr. Wright's July 13, 1962 letter indicates that all necessary rights-of-way and rights-of-entry have been acquired.

This is to authorize your advertising of the project for bids.

original To Young
7-18-62

NOTED
R. L. PORTER

RECEIVED
APR 27 1962
FOR FILING
[illegible]
[illegible]

FORM E-30X—50M—6-61—38682

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1962

SUBJECT: No. Ashland-So. Ashland Section

To: MEMO TO THE FILES

We have made inquiry to the Division concerning the structures to be constructed under separate contract on this project. They report that the areas to be occupied by the structures will be ready on the following dates:

1. Butler Creek Road Undercrossing Structure, Station 1341 - June 10
2. Oak Street Overcrossing Structure, Station 1410 May 20
3. Mountain Avenue Undercrossing Structure, Station 1439 - May 20
4. Bear Creek Structures, Station 1531 - August 10
5. East Main Street Undercrossing Structure Station 1541 - August 10
6. Crowson Road Structures, Station 1619 September 15
7. South Ashland Interchange Structure, Station 1693 September 15

It appears that it would be in order to work up and let a contract for all these structures during September or October, 1962. We should shoot for a completion date on said structures of about June, 1963, so that we can let the surfacing of this project around January, 1963, and have a good chance of opening the section in November, 1963.

If we make the opening date listed above, it would mean that we could have the section from Barnett Road to South Ashland under traffic about December of 1963.

F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: G. S. Paxson
R. L. Porter
L. H. Young
I. D. Merchant
L. R. Chandler

RECEIVED
APR 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

18-8328 Mazama Jct.-Collier Park Rock 1962
Prod. Proj., The Dalles-California Hwy.
#6153

RECEIVED
SEP 26 1963
FOR FILING

September 26, 1963

Oregon Automobile Insurance Co.,
501 Equitable Bldg.,
Portland 4
Oregon

Gentlemen:

On September 6, 1963, we wrote to you concerning release of final payment on contract #6153, awarded to Jed Wilson & Son, for the Mazama Jct.-Collier Park Rock Production Project on The Dalles-California Highway in Klamath County.

Final payment on this contract is $1,370.60 and the total contract amount is $44,069.87, including $355.24 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Oregon Automobile Insurance Co.,
Martin Knutsen & Son, Agents
375 12th Street
Astoria, Oregon

cc: Jed Wilson & Son
P. O. Box 217
Lapine, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
SEP 6 1963

FOR FILING

[illegible]

6153

September 5, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed July 5 on Contract No. 6153. The contract was with Jed Wilson and Son and was for rock production on the Mazama Junction-Collier Park Section of The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 5, 1963, and that you concur in this procedure at the Commission meeting on October 10.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 10, 1963

Section Masama Jct. - Collier Park
Kind of work Rock Production
Highway The Dalles-Calif. County Klamath
Section prefix 18-8328
Contractor Jed Wilson & Son
Contract number 6153
Date of contract August 9, 1962
Specified work days 40
Date work started May 29, 1963
Work days used 28
Project authorization $44,887.50
Exclusive of engineering $41,695.50
Per cent of time elapsed 70.0 %
Estimated cost of completed project, exclusive of engineering $44,110.095
Estimated per cent overrun or underrun Overrun 4.06 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $3,192.00
Engineering cost to date $2606.71, 81.66 %
Date project was completed July 5, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
-	-	-	-	-	-	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate for this project completed Friday. Will be submitted to Division Office the first of next week.

FINAL REPORT

Completion date: July 5, 1963

ON DIVISION
D
AUG 12 1963

Signed W. Reid Merritt
Address P.O. Box 1090, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			28.08		
Miles partially completed			28.08		
Miles completed			28.08		
Total estimated quantities (contract)			10,000 c.y.		
Total quantities corrected to date			10,995.88 c.y.		
Estimated quantities moved or placed to date			10,995.88		
Average daily quantities			0		
Average daily quantities necessary to complete project on time			0		
Number shifts per day			0		
Hours per shift			0		
Average force on project for week			0		

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Fair		
Friday	Pt. Cloudy		
Saturday			

RECEIVED
UG 0 1962
FOR FILING

FORM E-12
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6153

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 9, 1962

Jed Wilson & Son
P. O. Box 217
Lapine, Oregon

Gentlemen:

The State Highway Commission on August 9, 1962 awarded to you State Highway Contract No. 6153 for the following project:

Mazama Junction-Collier Park Rock Production Project on The Dalles-California Highway in Klamath County.

This award was based on your bid of $39,700.00 which was the low bid submitted to the Commission on August 8, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

fkn

cc Frank Morgan
L. H. Young
R. G. Savage

18-8329 Lapine Rock Prod. Proj., The 1962
Dalles-California & Fremont
#6154 Hwys.

RECEIVED
APR 4 - 1963

FOR FILING

[illegible]

6154

April 3, 1963

Oregon Automobile Insurance Co.,
[illegible] Equitable Bldg.,
Portland 4
Oregon

Gentlemen:

On March 26, 1963, we wrote to you concerning release of final payment on contract #6154, awarded to Jed Wilson & Son, for the Lapine Rock Production Project on The Dalles-California and Fremont Highways in Klamath-Deschutes Counties.

Final payment on this contract is $845.41 and the total contract amount is $28,180.28. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Oregon Automobile Insurance Co.,
Martin Knutsen & Son, Agents
375 12th Street
Astoria, Oregon

cc: Jed Wilson & Son
P. O. Box 217
Lapine, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
MAR 26 1963

FOR FILING

18-3329

6154

March 25, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed February 27 on Contract 6154. The contract was with Jed Wilson & Son and was for rock production on the Lapine Section of The Dalles-California and Fremont Highways in Klamath and Deschutes Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 20, 1963, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

329

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 8, 1963

Section Lapine Rock Production

Kind of work Rock Production

Highway T D-Cal& Fremont County Klamath & Deschutes

Section prefix 18-8329

Contractor Jed Wilson & Son

Contract number 6154

Date of contract Aug. 9, 1962

Specified work days 55

Date work started Nov. 19, 1962

Work days used 57

Project authorization $ 29,840.63

Exclusive of engineering $ 27,718.63

Per cent of time elapsed 103.64 %

~~Estimated~~ cost of completed project, exclusive of engineering $ 28,680.28

~~Estimated~~ per cent overrun ~~or underrun~~ 3 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 2,122.00

Engineering cost to date $ 2,122.00, 100 %

Date project was completed Feb. 27, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed moving out and cleaning up of site on Wednesday.

Semi-final estimate submitted to Division Office On Wednesday.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
MAR 11 1963
NOTED

NOTED
JOHN R. OAKES

Signed R. H. Clark

Address Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			7,500 Yd. Mi.		
Miles partially completed					
Miles completed			8,155.7 Yd. Mi.		
Total estimated quantities (contract)			15,000		
Total quantities corrected to date			16,311.4		
~~Estimated~~ quantities moved or placed to date			16,311.4		
Average daily quantities			494 (33)		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Contractor had two men and one dozer on final clean up the first part of week.

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	O'cast		
Tuesday	Clear		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

FORM E-129

RECEIVED
UG 10 1962

FOR FILING

6154

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 9, 1962

Jed Wilson & Son
P. O. Box 217
Lapine, Oregon

Gentlemen:

The State Highway Commission on August 9, 1962 awarded to you State Highway Contract No. 6154 for the following project:

Lapine Rock Production Project on The Dalles-California and Fremont Highways in Klamath and Deschutes Counties.

This award was based on your bid of $26,025.00 which was the low bid submitted to the Commission on August 8, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

fkn

cc: Frank Morgan
L. M. Young
R. G. Savage

S-230(5) Struc., Grading & Oiling Crawfordsville Br. Sec., Halsey- 1962
#46155 Sweet Home Hwy.

State

Monthly transaction number 5-90	Fo PR-2A U.S. DEPARTMENT OF COMMERCE (5-31-57) BUREAU OF PUBLIC ROADS	tate Oregon
		County Linn
Project report number 8	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 5-12-64	Project number S-230(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **September 25**, 19**62**, is hereby modified as follows:

Revised estimated total cost of project	$ 143,540.00
Revised Federal funds	$ 89,862.12
Other revisions	

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **12** day of **May**, 19**64**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By **A. W. Parsons**
Division Engineer

L. R. Backlund
By: **L. R. Backlund, Administrative Mgr.**

USComm-DC 11170

RECEIVED
JUL 11 1962
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION	FO R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 9/25/62	COUNTY Linn
		PROJECT NO. 8-230(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.R. 228 Crawfordsville West 0.3 mile

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-13-62	0.281
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 142,109.00	$ 89,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASST State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
By: L. R. Backlund,
Administrative Manager

Date executed by Division Engineer September 25, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Federal-Aid Secondary
Project No. S-230(5)

Oregon State Highway Department

CRAWFORDSVILLE BRIDGE SECTION OF THE
HALSEY-SWEET HOME HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 28, 1962

Type Code 5231
Roadway (Sta. A47+50 to Sta. A62+35.91 - A70+78.56)(Contract No. 6155)

Clearing and Grubbing	All Required		$ 1,000.00
Drainage Excavation, Unclassified	60 cu.yds.	$5.00	300.00
Embankment in Place	9,950 cu.yds.	1.00	9,950.00
Loose Riprap	190 cu.yds.	5.00	950.00
Finishing Roadbed and Slopes	0.24 mile	2000.00	480.00
12-inch Concrete Pipe	190 cu.yds.	2.00	380.00
18-inch Concrete Pipe	66 cu.yds.	3.00	198.00
Metal Guard Rail	190 lin.ft.	4.00	760.00
Guide Posts, PW-1	28 only	9.00	252.00
Bracket Reflectors	8 only	2.00	16.00
Coarse Crushed Material in Base	4,000 cu.yds.	3.50	14,000.00
3/4" - 0 Material in Base	500 cu.yds.	3.50	1,750.00
Sprinkling	150 M-gal.	4.00	600.00
Preparation of Base	0.24 mile	1000.00	240.00
Furnishing and Placing Aggregates	320 cu.yds.	5.00	1,600.00
120-150 Asphalt	24 tons	60.00	1,440.00
RS-1 Asphalt	8 tons	60.00	480.00
Extra for Oiling Approaches	8 only	25.00	200.00
			$ 34,596.00

Flagging (97½% of Contractor's Cost)	All Required	$ 500.00
Seeding and Mulching	All Required	400.00
		$ 900.00

Utilities

Work by Linn County Tel. Co.	All Required	$ 400.00
Work by Pacific Power and Light Co.	All Required	400.00
		$ 800.00

Subtotal	$ 36,296.00
10% Engr. & Cont.	3,629.00
Total	$ 39,925.00

Type Code X090
Calapooya River (Crawfordsville) Bridge (Br. #1725-A)(Sta. A52+55 to Sta. A54+65)(Contract No. 6155)

Shoring, Cribbing, etc.	All Required		$ 8,000.00
Structural Excavation	300 cu.yds.	$7.00	2,100.00

Structural Excavation below Elevation Shown	30 cu.yds.	$20.00	$ 600.00
Furnish 10" BP 42# Steel Piling	275 lin.ft.	5.00	1,375.00
Drive Steel Piles	11 only	70.00	770.00
Splice Steel Piles	3 only	50.00	150.00
Class "A" Concrete (520 cu.yds.)	All Required		40,000.00
Metal Reinforcement (114,000 lbs.)	All Required		14,000.00
Structural Steel (109,000 lbs.)	All Required		25,000.00
8-inch Metal Drain Pipe	100 lin.ft.	4.00	400.00
Obliterate Old Roadway	All Required		500.00
	Subtotal		$ 92,895.00
	10% Engr. & Cont.		9,289.00
	Total		$102,184.00

Length of Roadway - - - - - 0.241 Mile
Length of Structure - - - - 0.040 Mile
Total Length- - - - - - - - 0.281 Mile
Cost of Roadway Per Mile- - $165,663.90

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 39,925.00	$25,000.00	$14,925.00
Structure	102,184.00	64,000.00	38,184.00
	$142,109.00	$89,000.00	$53,109.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
DEC 2 - 1963
FOR FILING

November 29, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $189.00 will be made to Hamilton & Thoms, Inc., on contract #6155 for the Calapooya River Bridge-grading-oiling on the Crawfordsville Bridge Section of the Halsey-Sweet Home Secondary Highway in Linn County, as soon as the warrant is prepared.

The total amount paid on this contract will be $129,890.41, including the post-final payment. Of the total, $957.38 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Hamilton & Thoms, Inc.,
Box 726
Eugene, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 21 1963
FOR FILING

October 18, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On August 28, 1963, we wrote to you concerning release of final payment on contract #6155, awarded to Hamilton & Thoms, Inc., for the Calapooya River Bridge-grading-oiling on the Crawfordsville Bridge Section of the Halsey-Sweet Home Secondary Highway in Linn County.

Final payment on this contract is $9,885.04 and the total contract amount is $129,701.41, including $957.38 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Hamilton & Thoms, Inc.,
Box 726
Eugene, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
AUG 28 1963
FOR FILING

[illegible]

[illegible]

August 28, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed August 9 on Contract No. 6155. The contract was with Hamilton & Thoms, Inc., for construction of the Crawfordsville Bridge on the Halsey-Sweet Home Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 28, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 1725A

WEEK ENDING: August 9, 1963

SECTION: Crawfordsville

SECTION PREFIX: 122-1017

HIGHWAY: Halsey-Sweet Home

COUNTY: Linn

NAME OF JOB: Crawfordsville Bridge

KIND OF WORK: Structure, Grading and Paving

CONTRACTOR: Hamilton & Thoms, Inc.

CONTRACT NUMBER: 6155

FEDERAL AID PROJECT NUMBER: S-230(5)

DATE OF CONTRACT: 9 August 1962

DATE WORK STARTED: 1 October 1962

ESTIMATED COMPLETION DATE: August 1963

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 12 SUPERVISION: 3

SPECIFIED WORK DAYS: 200

WORK DAYS USED: 155

PERCENT OF TIME ELAPSED: 77%

PROJECT AUTHORIZATION: $ 145,339.88

ENGINEERING AUTHORIZATION: $ 10,335.28

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95%

EXCLUSIVE OF ENGINEERING: $ 135,004.60

ENGINEERING COST TO DATE: $ 9,250.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 128,779.20

PERCENT OF AUTHORIZATION: 89.5 %

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.6 %

DATE PROJECT WAS COMPLETED: 8-9-63

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
90	95	95	100	95	25	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.24	0.24			0.24
MILES PARTIALLY COMPLETED	0.24	0.24			0.10
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,350	4,500			[illegible]
TOTAL QUANTITIES CORRECTED TO DATE	9,350	4,500			[illegible]
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	9,350	4,300			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK: 2 rollers, power broom, distributor, blade, and 5 trucks

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0	
MONDAY	Fair	0	
TUESDAY	Fair	0	
WEDNESDAY	Fair	0	
THURSDAY	Fair	0	
FRIDAY	Cloudy	0	
SATURDAY			

CONSTRUCTION DIVISION
AUG 12 1963

NOTED
[illegible] HAKES

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No a ctivity.
MONDAY	Completed oiling surface.
TUESDAY	Installed guard rail and sight posts.
WEDNESDAY	General clean-up and finishing.
THURSDAY	General clean-up and finishing.
FRIDAY	No activity.
SATURDAY	

REMARKS

SIGNED Jack L. Davis

ADDRESS 625 S. 2nd Street, Corvallis, Ore.

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

9

RECEIVED
APR 1 - 1963

FOR FILING

[illegible]

6155

Salem, Oregon
March 28, 1963

Crawfordsville Bridge Section
Halsey-Sweet Home Highway
Contract No. 6155

Mr. F. D. Morgan
Construction Engineer
Building

By letter of March 27, you recommend acquisition of right of way for revised fill slopes on the subject project.

I concur in your evaluation of this and recommend that property be obtained in fee as recommended by G. W. Wimer, Assistant Division Engineer.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc W. T. Wright
W. H. Haskin

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 27, 1963

SUBJECT: Crawfordsville Bridge Section
Halsey-Sweet Home Highway
Contract No. 6155

To:
Mr. Lloyd P. Shaw
Ass't State Highway Engineer
BUILDING

Pertinent data relating to additional right of way needed for construction of revised fill slopes, and a request for change of access from 456+80 to 460+60 on the south are attached for your information and recommendations.

The matter has been discussed with Mr. Merchant and Mr. Asburry. This office recommends acquisition of the right-of-way needed for proper construction and the change in location of the approach as requested by Mr. Becker.

F. D. Morgan
Construction Engineer

by

G. L. Decker
Ass't Construction Engineer

GLD:db

Attachs.

RECEIVED
MAR 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 10 1962
FOR FILING
1155

FORM E-12

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 9, 1962

Hamilton and Thoma, Inc.
P. O. Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on August 9, 1962 awarded to you State Highway Contract No. 6135 for the following project:

Structure, Grading and Oiling Crawfordsville Bridge Section, Halsey-Sweet Home Highway in Linn County.

This award was based on your bid of $127,491.00 which was the low bid submitted to the Commission on August 8, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

fhm

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
NOV 28 1961
FOR FILING

[illegible]

[illegible]

g. de
3 p-2
10-20-61

October 27, 1961

Hon. Ray Maddy
Linn County Judge
Court House
Albany, Oregon

Dear Sir:

The State Highway Commission at its meeting on October 20, 1961, adopted a survey concerning improvement of the Crawfordsville Bridge Section of the Halsey-Sweet Home Highway. For your information we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting the survey (Survey Resolution No. 244).

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

fp

RECEIVED
OCT 17 1961
FOR FILING

5-2205(5)

[illegible]

October 16, 1961

Oregon State Highway Commission

Gentlemen:

Our survey has been completed on the Crawfordsville Bridge Section of the Halsey-Sweet Home Highway. Under the requirements of Federal law, the people of this community were given an opportunity for a public hearing, but none was requested.

You have approved the sum of $180,000 for construction and right of way in Program 7. The length of this section is 0.28 mile.

I recommend your approval of this survey and authority to purchase the necessary right of way. I am attaching a map for your information.

This matter will be on the agenda for your consideration at the October 20 meeting.

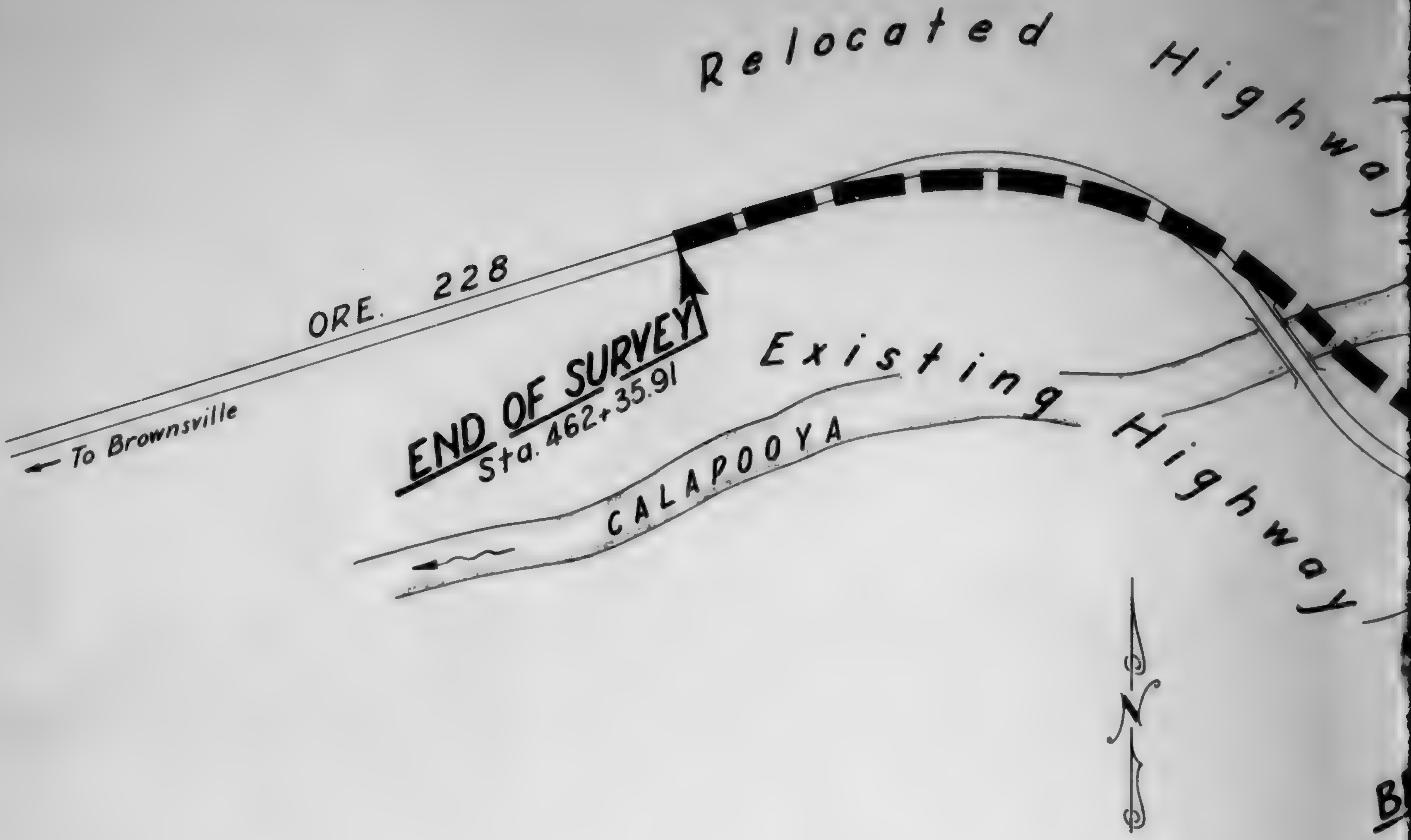
Very truly yours,

W. C. Williams
State Highway Engineer

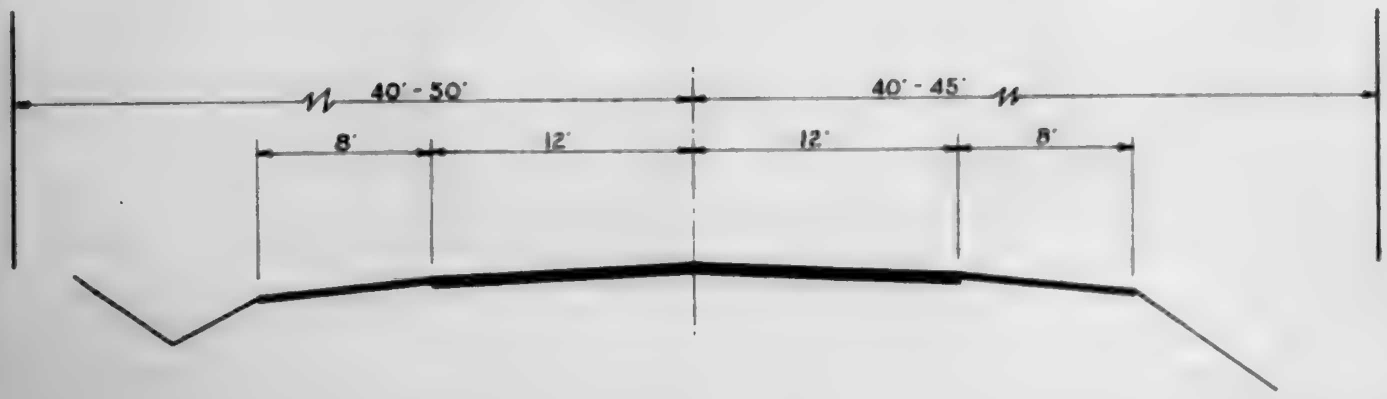
DJB:jk me

Enclosure

cc Tom Edwards
Walter Wright



TYPICAL SECTION



Public Hearing ----
System Action
County ----
State Highway Co
Bureau of Public
Throughway Resolution
Access Control ----

APPRO

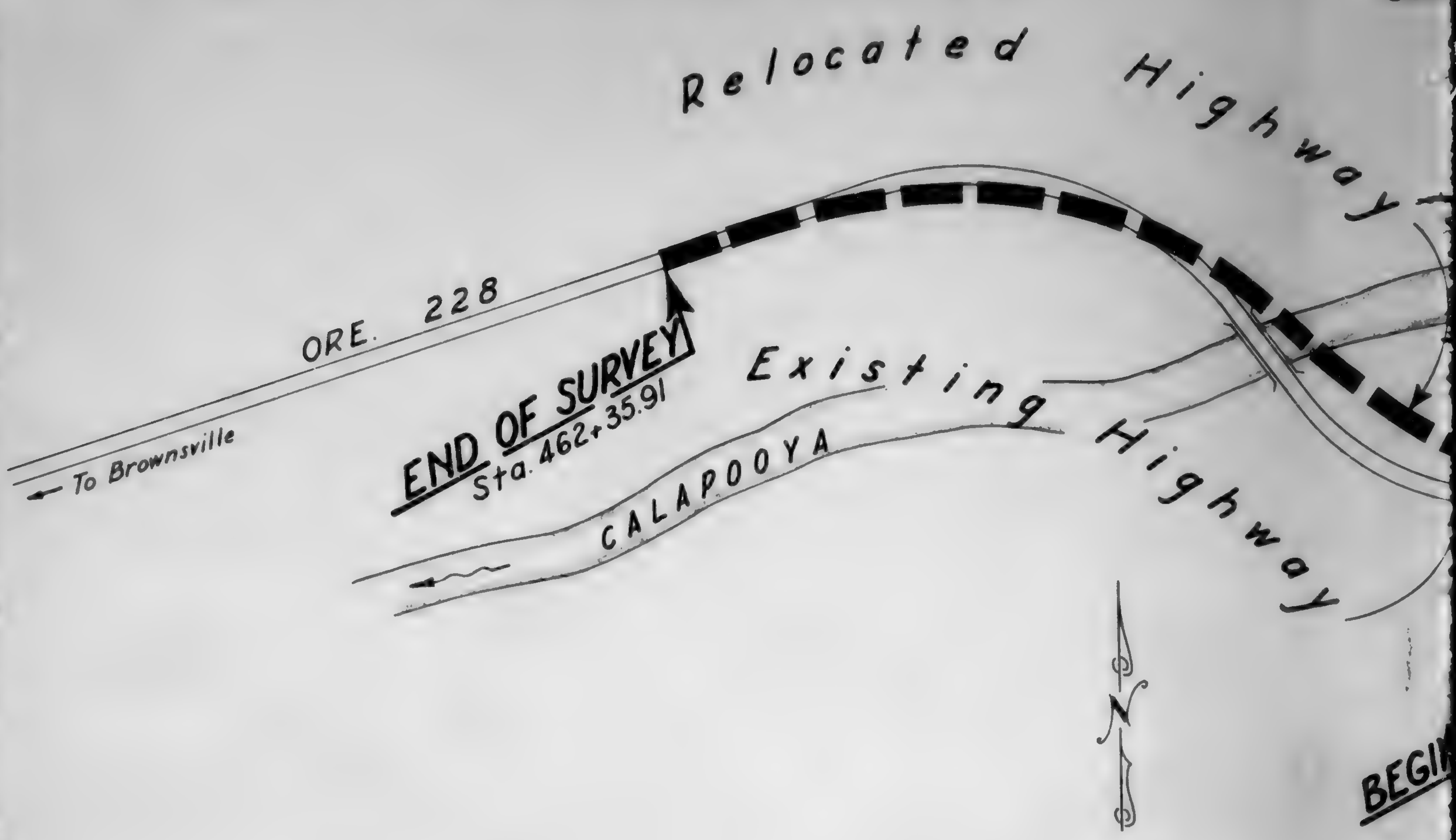
DEPUTY STATE HIGHWAY E

OCT 16 196

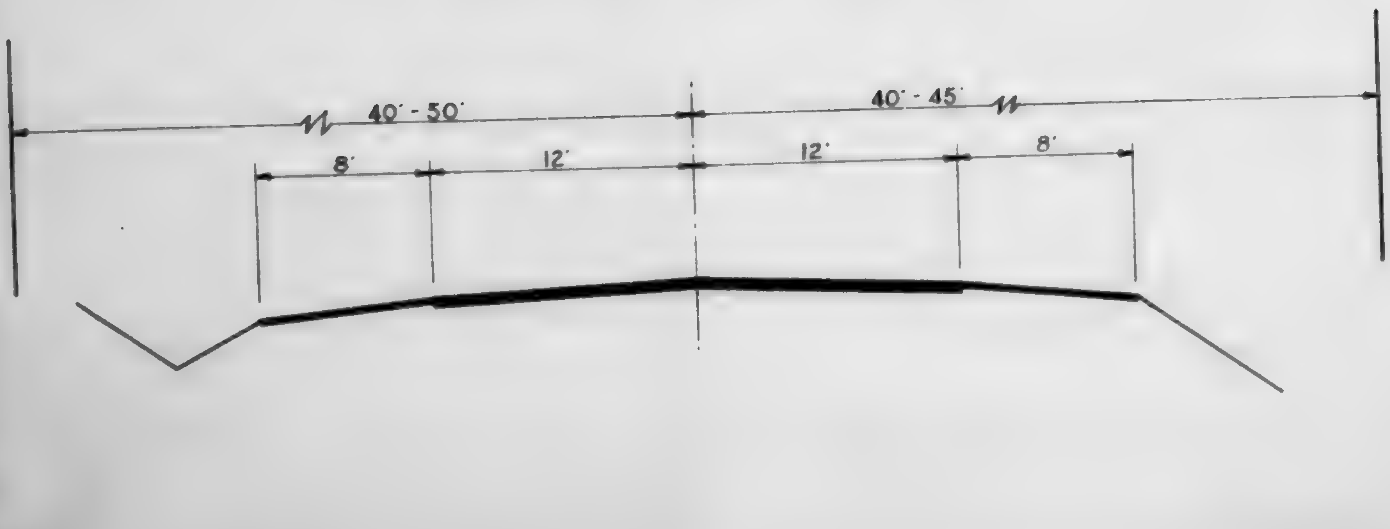
DATE

0.28 Mi.

Sec.



TYPICAL SECTION



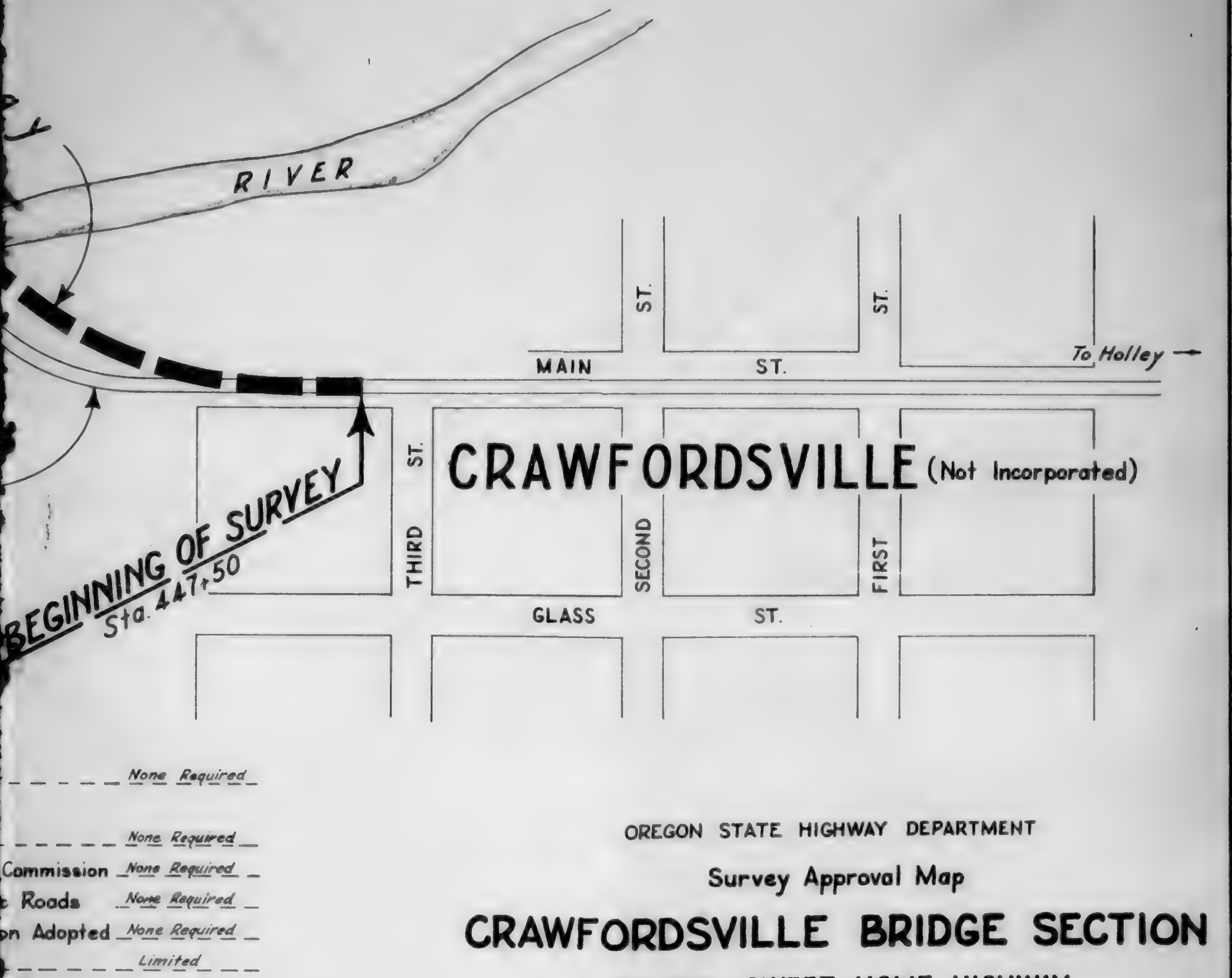
Public Hearing - - - - -
System Action
County - - - - -
State Highway Commis
Bureau of Public Roads
Throughway Resolution Adop
Access Control - - - - -

APPROVE

DEPUTY STATE HIGHWAY ENGIN
OCT 16 1961
DATE

0.28 Mi.

Sec. 18, T. 14 S., R. 1 W., W.M.



None Required

None Required

Commission None Required

Roads None Required

on Adopted None Required

Limited

ROVED

ENGINEER

61

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

CRAWFORDSVILLE BRIDGE SECTION

HALSEY - SWEET HOME HIGHWAY

LINN COUNTY

Scale 1" = 200'   Sept., 1961

DRG. NO. 1R-3-1317

For Details See Drg. No. 58-6-5, July, 1961.

RECEIVED
JUL 31 1961
FOR FILING
[illegible]
Kl[illegible]
[illegible]

NOTE
W. C. WILLIAMS

ADDENDUM "B" TO LOCATION PROSPECTUS
CRAWFORDSVILLE BRIDGE SECTION
HALSEY-SWEET HOME HIGHWAY
LINN COUNTY

The addendum is submitted to revise the above-mentioned location prospectus as follows:

Paragraphs 1 through 3: Correct as per original prospectus.

Paragraph 4: Delete the sentence beginning with "Traffic and alignment, etc.," and replaced with this sentence: "Traffic and alignment warrant a Class "C" highway with a typical section consisting of two 12-foot travel ways with 8-foot shoulders." Remainder of paragraph correct as per original prospectus and Addendum "A".

Paragraphs 5 through 8: Correct as per original prospectus.

Attachment: Correct as per revision made by Addendum "A".

July 19, 1961

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
S. F. Walters
J. T. Skelton
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright (2)

I-5-6(36) Minnesota Freeway Sec., Pacific 1962
304 Hwy. in Portland (Grad. & Struc.)
#6156 Folder #2

C2A
2544

RR
594

6156

September 25, 1975

Mr. Virgil E. Davis
Miller Hotel
415 S.W. Alder
Portland, OR 97204

Dear Mr. Davis:

This will acknowledge your recent letter concerning your property in north Portland.

I am sorry to hear about your eye trouble and hope that the condition improves.

Sincerely,

F. B. Klaboe
Administrator and
State Highway Engineer

FBK:srb

bc: E. S. Hunter
Walt Barrie

copy

Miller Hotel
415 S.W. Alder
Portland, Oregon 97204
September 20, 1975

I have waited a long time hoping the Veterans Administration was wrong January16, 1973 telling me the sight of eye is gone and I never shall again see from it, but after so long my hope also had gone.

RECEIVED
STATE HWY ENGR
SEP 23 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

Mr. F. B. Klaboe
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building, Salem, Oregon 97310

Dear Mr. Klaboe:

After being out of Oregon for over a year, after being deprived of the property I thought was mine when I purchased it in May 1946, and as I was raised to believe that we are a nation of home owners, and that no one can take such property from us without due compensation, this really has been done to me and you know it, but still in your letter to The Honorable Edith Green, of November 20, 1972 you insinuated that the Highway Division came to an honorable agreement with me on the property taken from me. Now that is'nt so, and you like all of your co-workers know I never did agree with the price of only a $1,000.00 for what was taken from me as all or none of that property should have been taken at that time and should have being relocated in another home of my choice just you people took your choice of what was taken from me without due compensation.

Now as I'm writing this letter in a half blind condition, after the Portland City Street Commission decided to put in a new unneeded sidewalk in front of the ruined property one of the last few days of 1972

9/22 Barrie: Please discuss

they dug out the old one and left the ditch it made uncovered with no thought for my safety. As we had our only heavy snow strom storm which filled the ditch and as I had to go to a store to shop, I slipped and fell rupturing a vein leading to a pupil of an eye blinding it and affecting the other one so I can hardly see to do any thing is why I am not typing this letter to you, but instead I am writing in longhand which I hope you can read. As a reason I'm back in Portland is to sue the Oregon State Highway Division and the Portland City Street Commission for two million dollars for the loss of my sight, and I don't think anyone would sell an eye for that amount. The fact that a great damage was done to me was ignored and that's not freedom to own property any where.

Your Sincerely, Virgil E. Davis

I've waited a long time hoping the Veterans Administration Washington D.C. Jan 16, 1973 telling me the sight of eye is gone & I never shall again see from it, but after so long my hope also has gone.

McIley Hotel
415 S.W. Alder
Portland, Oregon 97204

September 20, 1975

Mr. F.B. Klaboe
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building, Salem, Oregon. 97310

STATE HWY ENGR
SEP 22 '75
REFER TO
FOR
Info
Inve
R/D
D/R
Sign
Act
File

Dear Mr. Klaboe:

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Yours Sincerely, Virgil E. Davis

I've waited a long time hoping the Veterans Admr. [illegible] Washington D.C. Jan 16, 1973 telling [illegible] the sight of eye is gone & I never shall again see from it, but after so long any hope also has gone.

Miley Hotel
415 S.W. Alder
Portland, Oregon 97204
September 20, 1975

RECEIVED
STATE HWY ENGR
SEP 22 '75
REFER TO
FOR
Info
Inve
R/D
D/R
Sign
Act
File

Mr. F. B. Klaboe
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building, Salem, Oregon. 97310

Dear Mr. Klaboe:

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Yours Sincerely, Virgil E. Davis

6156

I-5-4 (1-4)
3(4)

June 29, 1973

The Honorable Mark O. Hatfield
United States Senator
463 Old Senate Office Building
Washington, D.C. 20510

6156

Dear Mark:

On May 16 we wrote you that we would again review the Virgil E. Davis property acquisition adjacent to I-5 in North Portland.

We tried through the vehicle of selling to Mr. Davis some surplus property which is adjacent to his back line for a reasonable cost to give him an additional size to his homesite. This was not done primarily because of responsibility but as an attempt to resolve this longstanding communication problem.

Mr. Davis did not receive the attempt with any particular interest and, in fact, refused to accept the property as it was not the proper shape or size.

We do not believe any further communication with Mr. Davis would be fruitful.

Very truly yours,

F. B. Klaboe
State Highway Engineer

bc: G. M. Baldwin
A. E. Johnson
J. B. Boyd
Louis C. Grothaus

JBB:jp dpy

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
June 21, 1973

SUBJECT: File 32213 - Davis
North Portland Harbor -
Russell Street Section
Pacific Highway
Multnomah County

To: F. B. Klaboe
State Highway Engineer

J B Boyd

FROM: J. B. Boyd
Right of Way Engineer

Attached are copies of personal interview sheets of our last contact with Virgil E. Davis. This contact was made in response to an attempted solution requested by you.

In reading the report I see no further possibility of attempting further negotiations with Mr. Davis. It is my recommendation we drop the matter.

VED with Mr Klaboe Concurrence

DEPUTY STATE HIGHWAY ENGINEER
Date 6-25-73

JBB:JP
Attachments
cc Louis C. Grothaus

RECEIVED
STATE HWY ENGR
JUN 22 '73
REFER TO
JR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
F. B. KLABOE

6156

5

I-5-6(36)

FORM E-90 (REV. 10-66) 364

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

June 21, 1973

6156

SUBJECT: File 32213 - Davis
North Portland Harbor -
Russell Street Section
Pacific Highway
Multnomah County

To: F. B. Klaboe
State Highway Engineer

FROM: J. B. Boyd
Right of Way Engineer

Attached are copies of personal interview sheets of our last contact with Virgil E. Davis. This contact was made in response to an attempted solution requested by you.

In reading the report I see no further possibility of attempting further negotiations with Mr. Davis. It is my recommendation we drop the matter.

APPROVED with Mr Klaboe Concurrence
DEPUTY STATE HIGHWAY ENGINEER
Date 6-25-73

JBB:JP
Attachments
cc Louis C. Grothaus

RECEIVED
STATE HWY ENGR
JUN 22 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
F. B. KLABOE

REPORT OF PERSONAL INTERVIEW

☐ Non-White

☒ Legal Owner ☐ Contract Purchaser ☐ Other________ File No. 32213 - 32212

☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name DAVIS

☐ Acquisition ☐ Relocation ☒ Other________ Section________

Name Virgil E. Davis Address 1235 N.E. Prescott

Documents Delivered:

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Area of Taking________ Amount Approved $________

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion

6/7/73 Mr. Virgil E. Davis, R/W Agents Brown and Lyons

Called on Mr. Davis at his home and explained that we were from the Right of Way Division of the Oregon State Highway. He appeared quite friendly and invited us in. He went over again most of the points that are in his letter;

1. That he fell in the snow injuring his eye and now is blind in his left eye,
2. That he did not feel the city should have repaired the sidewalks in the first place,
3. That he feels he was deprived of his rights because of the sale of his property to the State,
4. That he blames his attorney, friends, and family for wrong advice in advising him to sell to the Highway,
5. That he would like his property back because he does not feel it was needed in the first place,
6. That his life might have been different if the Minnescta Freeway had not been built.

When it was suggested that the balance of the lot immediately North of his house, which ~~was~~ is owned by the State Highway, but ~~was~~ is not fenced could be ~~sold back~~ deeded to him, he said no - he could not use it, because of shape and size. He pointed out trees belonging to his neighbor which he felt would have to be cut before the land could be used. He then said that he wanted the balance of his property to the East of the home returned. Even though he was told that deeding this property back to him appeared impossible, he continued to suggest it. Near the end of our conversation, he was asked if he would reconsider accepting the land to the North of his home, he said he would think about it if we would think about giving him back his old lot.

By Robert E. Lyons

Use reverse side (tumblehead) Right of Way Agent

ROBERT E. LYONS

E-708 7-19-71

REPORT OF PERSONAL INTERVIEW

☐ Non-White

☐ Legal Owner ☐ Contract Purchaser ☐ Other________ File No. 32213

☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name DAVIS

☐ Acquisition ☐ Relocation ☐ Other________ Section________

Name________ Address________

Documents Delivered: Date

Brochures, A & R ____

Letter, O-Benefit ____

Option ____

R Claim Forms ____

Area of Taking________ Amount Approved $________

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
6/7/73	Mr. Davis; Bob Lyons; Mike Brown

Accompanied Bob Lyons on his visit to Mr. Davis for presentation of the State's proposed sale of excess land. Mr. Davis, a man of seventy, discoursed at length about his former transaction with the State. He said that he had been cheated in the matter and requested that the State relocate the existing R/W fence closer to the freeway itself, and thus allow him to regain the parcel which had been acquired from him. He said that he had planned to excavate a basement on this parcel, and then to relocate the existing dwelling upon it. Mr. Davis claims to be in poor health, suffering from multiple sclerosis and recently having taken a fall which he says has left him blind in one eye and with failing vision in the other. Given his present financial and physical condition, it seems unlikely that such construction plans could be implemented. However, Mr. Davis continually views his former property through the fence, and believes that it was purchased unnecessarily by the State because it has never been used for construction.

When Mr. Lyons proposed that the State deed to Mr. Davis the excess unfenced land which is adjacent to his Northern property line, Mr. Davis immediately rejected the offer. He indicated that this land would be of no value to him and returned to his argument that the State deed back its original taking.

We talked with Mr. Davis for some time. After relating details about his family and former publishing ventures, he showed us around the house and grounds. He mentioned the difficulties that had resulted when his sewer line was accidentally severed and referred to the State's assistance in having the damage repaired as the only decent consideration which he had received. The next moment however, he irrationally proceeded to blame the Highway Division for his poor state of health, and proposed a law suit, to claim some 5 million dollars in personal damages.

Cont. OVER

By________

Use reverse side (tumblehead) Right of Way Agent

MICHAEL BROWN

E-708 7-19-71

He also voiced dissatisfaction with his former attorney, accusing him of collaborating with the State. At this point, Davis asked what would be his best course of action. His reference was ambiguous, but he was advised that such decisions were his to make. He was again requested to consider the State's proposal and again rejected it. Upon taking leave, however, he did agree to give the matter some thought if the Highway Division would agree to do likewise with regard to his own suggestion.

Mike Brown

FORM E-90

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE May 16, 1973

TO L. C. Grothaus
District R/W Supervisor

FROM John R. Oakes
John R. Oakes, Assistant R/W Engineer

SUBJECT Files 32212 - Morey and 32213 (L3744) Davis
N. Portland Harbor-Russell St. Section
Pacific Highway
Multnomah County

RECEIVED
MAY 18 1973
METRO R/W DEPT

Mr. Klaboe has informed me that his 1969 order not to sell this property was based upon tentative plans to revise the Going Street ramp onto the Pacific Highway.

Since that time these plans have been discarded and, consequently, you may proceed with the disposal of this property as requested by Mr. Boyd and myself.

JRO:ha
cc A. E. Johnson

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE May 11, 1973

TO Mr. Louis C. Grothaus
Attention: Mr. H. V. Jackson

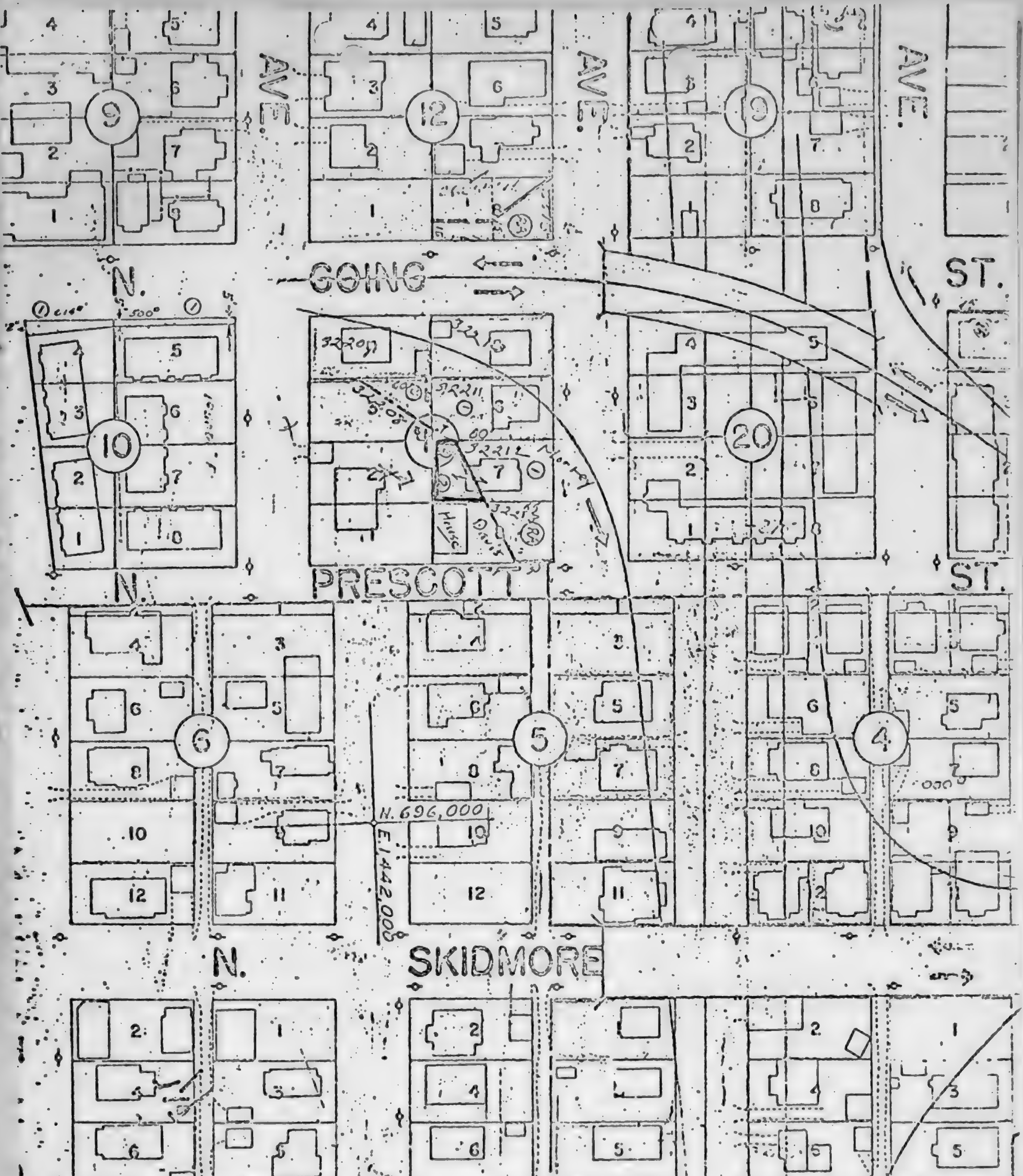
FROM John R. Oakes
JOHN R. OAKES, Assistant Right of Way Engineer

SUBJECT
Files 32212 - Morey and 32213 (L3744) Davis
North Portland Harbor-North Russell Street Section
Pacific Highway
Multnomah County

This letter will confirm Mr. Boyd's telephone request that you have two of your agents contact Mr. Virgil E. Davis and try to mollify his feelings in regard to our acquisition by offering him the excess on File 32213 for $1.00.

RECEIVED
MAY 15 1973
METRO R/W DEPT

JRO/bdr
cc: A. E. Johnson
Wm. Haskin



AVE.
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N. GOING ST.
N. PRESCOTT ST.
N. SKIDMORE
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N.696,000
E.1442,000
32209
32210
32211
32212
32213
House

1235 N. Pre[illegible]tt, June 11, 1973.

Dearest Marge, & Me,

Was glad to get your letter today, and will try answering it in type. I'm grateful for your sympathy, as I know now with the loss of sight in one eye as if I didn't know before what a great handicap it is to be blind. It was bad enough for me to just have a physical nervous condition, but the loss of sight in even one eye adds too much more to such disability to make it possible for me to stay here alone any longer, and I have been trying to have all things rightly settled so I can get out of it without a loss of anything else.

Glad you had a nice visit with all the others, and am sorry that things in Portland with me wasn't in a fit condition for you to take the extra time to also visit me, but things here are really in a mess now, and I'm trying harder than I ever did before to make somekind of a deal to carry out my plans to get out of it and leave here to spend sometime in Kansas, and Texas. I wish I was rid of this place which is the only thing holding me here, as I just dont feel like leaving things as they are. I've been in contact with the Oregon State Highway Dept. and two of their men were here last week resurveying what was taken from me for so little at such disgraceful angle that makes it unfit for me to sell for anything but a giveaway price. For example, 30 feet on one side of the lot, was taken & 55 ft. of it from the other side of this 100 x 50 lot for the 2,125 square ft. for the Freeway cutting through it, so you can imagine how I'm sitting here on a piece of ruined property impossible to get rid of unless I give it away which I hate to do. I've written letters to both of Oregon's United States Senators, & one of them (Mark Hatfield, sent a copy of my letter to the Mayor of Portland, whp/is having it investigated by the H.W.D. I 've mentioned above, so now I'm hoping more than ever that something will be done about it. A great damage was done to my Constitutional Rights to buy, and plan to build a new house, as when I bought it I was told at our Multnomah County Courthouse of the building zone I was in, and that I could get a building permit to build whenever I was ready for it. There's no doubt in my mind that I was deprived of such rights that all of us are supposed to have in what is referred to in this great land, unlike Communist controlled countries, as our American Rights all ~~us~~ to be home owners, and we even hear some say that our homes are our castles that cant be taken from us. What a joke, and dirty lie that is. They certainly took 42½ % of this property without due compensation/from me, after Summoning me into Court twice because I wouldn't sign it over for only $800.00 ~~xxxxxxx~~ and only upped to $1,000.00 which because I still thought not enough and wouldn't sign over until on the advice of some relatives, and wouldbe friends telling me that there was nothing I could do to hinder them from taking it, as they simply would condemn and take it regardless of what I did. I signed it over to them for that reason, but that was the worst mistake I ever made, as I should have put our American Rights to own & dispose of property to a test. We dont own anything anymore than do any other people that cant be taken from us for whatever a few crooked officials think we should have for it.

/ i/ All or none of this property with my consent only, should have been taken, anf/taken, I should have been relocated, or paid enough to relocate myself and now I wouldn't be blind in one eye because of the City Street Commission putting in new sidewalk in front of this ruined property the day of a snow-storm one of the last days of Dec. ~~xxx~~ 1972 as I stepped into a hole dug out & filled with snow at the end of that day, when I slipped & fell on the sidewalk or in the street I dont know which as I was unconscious for sometime. I had started to a store, but forgot about getting things to eat, as I went back up terrace steps, and to bathroom to bathe my bruised cheekbone, and black eye in hot water, butI went blind in it anyway. Now I'm going to sue the City of Portland, And The Oregon State Highway Commission for a hundred million dollars for the damage done to me, and if I cant get a Lawyer here to represent me, I'll get one out of the State or even take it all the way to the United States Supreme Court.

cc: AE Johnson JB
6/26/73 for your info

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

6156

I-5-6(36)304

DATE May 16, 1973

TO L. C. Grothaus
District R/W Supervisor

ORIGINAL SIGNED
JOHN R. OAKES

FROM John R. Oakes, Assistant R/W Engineer

#61

SUBJECT Files 32212 - Morey and 32213 (L3744) Davis
N. Portland Harbor-Russell St. Section
Pacific Highway
Multnomah County

RECEIVED
STATE HWY ENGR
MAY 18 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. Klaboe has informed me that his 1969 order not to sell this property was based upon tentative plans to revise the Going Street ramp onto the Pacific Highway.

Since that time these plans have been discarded and, consequently, you may proceed with the disposal of this property as requested by Mr. Boyd and myself.

JRO:ha
cc A. E. Johnson

RECEIVED
STATE HWY ENGR
MAY 17 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A. E. JOHNSON

5

6156
I-5-6(36)304 May 16, 1973

AIRMAIL

The Honorable Mark O. Hatfield
United States Senator
463 Old Senate Office Building
Washington, D. C. 20510

#6156

Dear Mark:

The file on Mr. Virgil E. Davis who recently wrote you about his property adjacent to I-5 in North Portland goes back to 1961. His case has been reviewed many times over the ensuing years.

Nevertheless, we will take another fresh look to see if something can be done. I'll advise you of the outcome.

Sincerely,

F. B. Klaboe
State Highway Engineer

FBK:ms

cc George M. Baldwin
A. E. Johnson
J. B. Boyd

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE May 11, 1973

TO Mr. Louis C. Grothaus
Attention: Mr. H. V. Jackson

FROM JOHN R. OAKES, Assistant Right of Way Engineer

SUBJECT Files 32212 - Morey and 32213 (L3744) Davis
North Portland Harbor-North Russell Street Section
Pacific Highway
Multnomah County

This letter will confirm Mr. Boyd's telephone request that you have two of your agents contact Mr. Virgil E. Davis and try to mollify his feelings in regard to our acquisition by offering him the excess on File 32213 for $1.00.

JRO/bdr
cc: A. E. Johnson
Wm. Haskin

RECEIVED
STATE HWY ENGR
MAY 14 '73
REFER TO
FOR
Info Inves R/D DIR Sign Act File

NOTED
A. E. JOHNSON

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE May 7, 1973

TO A. E. Johnson
Deputy State Highway Engineer

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Virgil E. Davis
Files 32212 - Morey and 32213 [L3744] - Davis
North Portland Harbor - North Russell Street Section
Pacific Highway, Multnomah County

RECEIVED
STATE HWY ENGR
MAY 8 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

We have reviewed the acquisition under parcel 32212 and find that there was no Federal participation in the excess.

We can see no reason why we could not sell this remainder to Mr. Davis as you suggested.

Please advise if you wish the right-of-way agent to contact Mr. Davis and determine if a settlement can be reached.

JBB:JP

5-8-73
Bruce; Have a R/W agent contact Mr Davis to determine if he would be satisfied with acquiring the above remainder. If so we will go to the Commission to dispose of it to him for the figure we quoted.
AEJ

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE April 23, 1973

TO A. E. Johnson
Deputy State Highway Engineer

FROM J. B. Boyd
Right of Way Engineer

SUBJECT File 32213 [L3744]
North Portland Harbor - North Russell Street Section
Pacific Highway, Multnomah County

Attached is a suggested reply for Mr. Klaboe to send to Senator Mark O. Hatfield.

The right-of-way file contains numerous letters which relate to Mr. Davis' thoughts, both real and unreal. A portion of his property was purchased, as indicated on the attached map, creating a substandard lot of 2,875 square feet. If the house were destroyed for some reason, the lot could not be used for construction without a variance. At the time of purchase the appraised value was $4,400 before acquisition and $3,400 after just compensation was deemed to be $1,000. This amount was paid.

It appears to me that there are three courses of action available as follow:

1. Inform Senator Hatfield of the circumstances as indicated in the suggested reply and wait for the next letter.

2. Carve from our right-of-way and excess an area equal to our acquisition and approach Mr. Davis for the appraised value of this area. I doubt that Mr. Davis would be very happy, and from studying the file, this could lead to further complications.

3. Purchase Mr. Davis' remainder at market value on the basis we did leave an uneconomic remnant and attempt to recover our investment by assembling as in 2. We would have to relocate Mr. Davis in this case.

In summary, I tend to accept solution 1, as the alternatives tend to be not feasible, as the 68-year-old man may be extremely difficult to convince of anything. The costs for all concerned continue to mount, however, as it must be continually investigated and replies prepared.

JBB:JP

Portland, Oregon 97217
April 9, 1973
1435 Presc. St.

Honorable Mark O. Hatfield
United States Senate
Committee on Appropriations
Washington, D.C. 20510

Dear Senator Hatfield:

I was glad to hear from your honor again, and thank you very much for the stic[illegible] of your Committee's work, and especially for the card to fill out as I ope[illegible] I [illegible] it up too much to be understood, but if this is the case [illegible] will more clearly expose my ignorance of being uneducated, and as [illegible] have no children of my own to educate as I remember such discrimination that is a disgrace to civilized countries everywhere.

[illegible] have a great Country, and I'm proud to be an American, but not of all hi[illegible] allowed to go on in parts of our Government, and to explain this more [illegible] including our Oregon State Highway Department in it, and also the Mult- [illegible] County Tax Commission, increasing taxes to more than double for this [illegible] since it has been ruined by the Minnesota Freeway cutting a disgrace- [illegible] through it. They did this by taking 2,125 Sqare feet of the best pa- [illegible] that I purchased in May 1946 with prospects of a new house that cou- [illegible] fronting on N. Minnesota Avenue. I was told at that time I was in [illegible] Zone Two, and that I could get a building permit to build anytime I [illegible] this information was given to me at the County Courthouse, but it [illegible] known at that time that this freeway was going to be put through [illegible] I would be sitting on a piece of ruined property that I never [illegible] able to get rid of for anything but a givaway price. 55'of it was taken [illegible] on the north side of the 100 x 50' lot and 30' on N. Prescott south side of it.

This old house is badly in need of repair, and remodeling, but I certainly don't feel like doing anymore to it, and especially not now after the City Street Commission which first notified me to repair the curb of the sidewalk, [illegible] to have it done by a Licensed Contractor, to which I replied that as a disabled veteran couldn't do it myself, they overdid it by putting in 180 sq ft4" sl[illegible] and 40 lin ft curb, and billed me $307.75 for it. This was done to me in fr[illegible] of this ruined property, while at the same such places were just patched on [illegible] through streets that really need new sidewalks. This is a deadended st. [illegible] Besides being a narrow street not wide enough for cars to turn around [illegible] wrecking sidewalks on opposite sides of street~~s~~, but still that work & [illegible] was wasted. Anyway it just the curb was so damaged by neighbors across Prescott Street in backing their cars out of their garage. I dont have a car to ret[illegible] by backing over their curb, so feel that they should pay for such repairs themselves, but nevertheless such work here wasn't needed, and I shouldn't have to pay for it at any rate.

Now I must tell of the worst damage to myself caused by all of this. During the last few days of December 1972 while this work was being done, we also had a snowstorm, and after these workers had quit for the day leaving good parts of the sidewalk dug out, I started to a store, and as I went down these terrace steps, and had to step over ditches dug, I slipped and fell on a side of my face bruising a cheek bone, and blinding an eye. I should have gone to the Hospital right then but because of being so upset, didn't till discovering being blind in this eye. The VA. Doctors found the damage to be a ruptured vein, and there nothing that can be done about it, as I have to go back for more examinations it is needless to say how difficult it is for me to try to write letters, as so miserable, but just hope many mistakes I know I make can be excused.

(Signed) Virgil E. Davis

I never could understand the shifting from one line and space to another line & from sheet to sheets it only mixes the mind, money and that one could be saved by just giving the information requested taking one space or as few sheets of paper as possible, so this could be understood by all

1735 N. Prescott Street
Portland, Oregon 97217
April 4, 1972

Department Of Revenue
State Of Oregon
Salem, Oregon 97310

RECEIVED
APR - 5 1972
OREGON STATE
DEPT. OF REVENUE

NOTED
J. J. SMITH

32[illegible]

Dear Sirs:

I'm still confused, and needlessly I think about these Income Tax Forms, as I still believe that all of us could be spared so much worry trying to figure them out if there was a place to state all income from all taxable sources, a space for all deductions and a space below that to subtract deductions (I should have said, a space below to add all deductions to be subtracted from total taxable income. This I think would play a big part in simplifying this problem for a great many of us who never had opportunities to study, and be instructed how to figure out such complicated forms that only a few people do understand to cashinon with the ones not understanding them.

And another important part of instructions should clearly explain the percentage of all taxable incomes due for taxation, and this also should be an equal percentage rate for all incomes above the regular exemptions and deductions. It simply isn't fair for large corporations worth millions of dollars to get by with paying none or little taxes on their huge incomes while many with small incomes just of their small earnings that took years to accumulate have to pay larger percentages of their incomes than do the large corporations. This I think is the most unfair condition in our Country today, and it should be corrected and it can be by an application of the same percentage to apply for a 11 incomes above regular exemptions and correct deductiond.

And while on the subject of taxation, I also criticise methods used in collecting them, but this Department of Revenue might say, Oh we have nothing to do with property taxes, but I say all of us pay them whether as renters or owners of property, and I must say what I think of the Oregon State Highway Department, and the Multnomah County Department of Assessment and Taxation. To start this I'll first say I purchased this place in May of 1946 with intentions of building a new house fronting on N. Minnesota Avenuem, and was told at the County Court House, I was in building zone two, and could get a building permit anytime I was ready to build. Now I think it was known at that time that the N. Minnesota Freeway was going to be put through here, and that it would take a part of this property, and ruin the remainder of it to make it impossible for me to get rid of it for a nything but a give-away price, but still they continued to increase taxes from $32.78 for 1946-7 to $91.35 for 1971-72 despite the fact 2,125 square feet of this origionally 5,000 square' lot was taken at such a disgra ceful angle of 30' on the south side from Minnesota to 55' on the N. side of it from that avenue that bears the name of it for the Freeway. It runs through within a few feet of my kitchen door, although no part of this lot as an honest inspection by any competent surveyor will prove, was needed for the freeway, and such jog in the fence is a disgrace not only to me, but the neighborhood, the City of Portland, the State of Oregon and the Nation as a whole

[illegible]
[illegible]
after taking [illegible] 37½% of [illegible]

Portland, Oregon [illegible]
April 9, 1973
1435 Presc St.

Honorable Mark O. Hatfield
United States Senate
Committee on Appropriations
Washington, D.C. 20510

Dear Senator Hatfield:

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line and space to another part [illegible]
Adding to the [illegible] money and that [illegible] could
be saved by simplifying
information [illegible]
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1735 N. Prescott Street
Portland, Oregon 97217
April 4, 1972

Department Of Revenue
State Of Oregon
Salem, Oregon 97310

RECEIVED
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OREGON STATE
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NOTED
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[illegible]
[illegible]
[illegible] taking [illegible]

The constant rumble of trucks, cars twenty four hours a day seven days a week certainly does my condition as a disabled veteran no good, and how well I know that, and I'm sorry I ever located here, but at the time I purchased it as a corner lot with this house on the opposite from Minnesota, it looked like a good prospect for building a new house if I ever could afford it, and if I couldn't it at least would have been a good prospect for resale, but such idea never bore fruit, and my dream home for my old age in retirement turned out to be a nightmare. Its a terrible thing to to be alone in a place that has been infested by highway robbers even though called highway departments. There's no grater waste on earth than the waste of good land in depriving people of their rights to purchase, plan and build new homes that also are as it was in my case a home for my mother, who was here with me over three years before deciding she had-had enough of Oregon's rain and returned to Texas where she passed away in December 1956 after I had gone down there to spend that Christmas with her, a brother and two sisters. That Christmas without a doubt was the most sorrowful one of my life, and it caused me to wonder if her trip, and short stay here and back down there may have been a factor in shortening her life, and I'll never feel right about it.

Now as I really am tired of being alone, as well as tired of this noise I want to get out of here, and think the city should buy this property, & the property across Prescott Street, and build a Community Hall extending on both sises of where it deadends at N. Minnesota. This would be a great location for such and a boon to the neighborhood. I repeat that no part of this lot is needed for the Freeway as it would be of much greater value to the City as such Community Hall, and a Boy's Club. I hope the City will take me up on this suggestion, and pay me for damages done to me by the Highway Department in depriving me of my American Rights to plan, and build a home according to my own specifications.

The Highway Department in taking part of this place, should have taken all of it, and relocated me in another home of my choice as it certainly took its choice from me.

In closing I'll Mention I'm sending an extra copy/of this letter for the Highway Department, and the Multnomah County Tax Commission as I also must add here I'm paying my income tax with my monthly retirement check from the International Brotherhood of Electrical Workers, as I also add how unfairly I think it is for me as one unemployed so many years of my life after honorably over eleven years before becoming a disabled veteran of our Army and Navy, to have to pay taxes on this Union check which is much less than Social Security which isn't taxable, and I never had a chance to work enough quarters for. I honestly believe as I think that something should be done to rectify it

Sincerely yours,

Virgil E. Davis

Virgil E. Davis
465-38-4555
1235 N. Prescott Street
Portland, Oregon 97217

Please excuse my poor writing as well as poor typing as this is the primary part of my disability since an accident in the Army caused loss of much control of my arms and hands in the Navy from which I was discharged by approval of a Navy Board of Medical Survey.

1 '72
REFER TO
FOR

1235 N. Prescott Street
Portland, Oregon 97217
December 6, 1972

Mr. F. B. Klabee
Deputy State Highway Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Klabee:

I have a copy of your letter addressed to Oregon's 3D District Representative, The Honorable Edith Green, and I again must express my disagreement with anyone implying that proper, and honorable negotiations were reached with me for the portion of this property that I simply was robbed of without due compensation, and that I agreed to such deal when it was closed in 1961. Nothing could be farther from the truth, as I was Summoned into Court twice before on the advice of relatives, and some wouldbe friends that there was nothing I could do to prevent it being taken, as it would be condemned and taken regardless of what I did whether or not I signed it over. In plainer words I was bluffed into signing it over, and if I had it to do over I would tell all of you where to go, as all or none of this property should have been taken, and I should have been relocated in another home of my choice just as such Department took choices of other property north of mine to N. Going Street, and not in parts. I at least should have been paid enough for such damage to me to have been able to relocate myself.

I'll never get over this, and being denied my Constitutional Rights that property of we Americans cannot be taken without due compensation, and being unlike Communist Countries that arent allowed to own anything, as everything belongs to such governments. Now Mr. Klaboe, you know as well as I the victim of this that I was taken advantage of as a Disabled Veteran, and given a rotten deal by those of the Highway Department including yourself, and such is truly a disgrace to our American way of life being flouted in such disgraceful way.

It is true that I have requested a number of times since 1961 that this matter be reviewed, but no consideration was ever given to me and my rights, as I restate I was taen advanhage of because of my disability, and no attention was paid to me, as I was more sure/considered to be a nut that property could be so dishonestly taken from, (ly) and that exactly was the treatment rendered to me by the Highway Department that is ruining the whole State by wasting, and ruining good land as it did with me when it wasn't needed for this Minnesota Freeway. It still isn't too late to rectify this, and I do not intend to stay here, but its pretty hard to sell ruined property for anything but a giveaway price, and despite that with 42½ %. of such property taken in such disgraceful way that is a disgrace to the State of Oregon, and the entire Nation, The Multnomah County Tax Commission has increased taxes on such triangular shaped piece of property to more than one third of what it was last year. It is shameful that taxes on such has increased from $37.00 in 1946 when I purchased this, to $151.83 for this year, despite the way it has been ruined, and that I have 2,125 sq.ft. less of the 100 X 50 lot purchased.

I'll send a copy of this letter to Mrs. Green.

Sincerely yours,

Virgil E. Davis
Virgil E. Davis

12-11-72
mailing

I should say increase in taxes was
[illegible] more than one ~~[illegible]~~ third of last year.

RECEIVED
NOV 20 1972
FOR FILING

I-5-6 ([illegible])
6156

November 20, 1972

The Honorable Edith Green
United States Representative
2441 Rayburn House Office Building
Washington, D.C. 20515

Dear Mrs. Green:

In response to your November 6 letter concerning the acquisition of property from Mr. Virgil E. Davis for the Minnesota Freeway in Portland, the negotiation with Mr. Davis for a portion of his property was closed in 1961. It was necessary for the State to file a condemnation action; however, the case was settled without having to be tried.

Mr. Davis has requested a number of times since 1961 that the matter be reviewed, and reviews have been made each time requested. The last such review was made in July of this year following a letter received from Mr. Davis by Governor McCall. A prior review was made at the request of Senator Packwood in 1970 following receipt by him of a letter from Mr. Davis.

We can only conclude that Mr. Davis was properly compensated and was paid top market value for his property at the time of the 1961 acquisition.

I am attaching a suggested reply to Mr. Davis. If further information is needed, please let me know.

Very truly yours,

F. B. Klaboe
Deputy State Highway Engineer

Att.

DHM:jp ia
bc George M. Baldwin
Tom Edwards
D. H. Moehring
Ralph Sipprell

EDITH GREEN
3D DISTRICT, OREGON

COMMITTEES:
EDUCATION AND LABOR

CHAIRMAN:
SPECIAL SUBCOMMITTEE
ON EDUCATION

DISTRICT OF COLUMBIA

Congress of the United States
House of Representatives
Washington, D.C. 20515

WASHINGTON OFFICE
PHONE: 225-4811

PORTLAND OFFICE
PHONE: 221-2123

RECEIVED
NOV 9 1972
RIGHT OF WAY

November 6, 1972

Roderick L. Porter
State Highway Engineer
State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

My constituent, Virgil E. Davis, of 1235 North Prescott Street, Portland, has written me regarding compensation he received for property taken for the construction of the Minnesota Freeway.

From his letter, it would seem that Mr. Davis has suffered a particularly heavy loss as a result of the freeway construction inasmuch as he was left with a very small piece of land with its corresponding handicaps. A copy of a portion of his letter is enclosed. If at all possible, I would be most appreciative if this case could be reviewed.

Thank you for your assistance.

Sincerely,

Edith Green

Edith Green

RECEIVED
STATE HWY ENGR
NOV 8 '72
REFER TO

EG:lw

Enclosure

RECEIVED
NOV 8 '72
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

enlistments in our Army and Navy.

I say this worst mistake as mentioned above was made even worse by the Oregon State Highway Department cutting through here with the Minnesota Freeway, that should have taken all or none of my property just as it did with other property between N. Prescott an Going Streets, but instead, these unqualified surveyors, cut 30 feet from Minnesota, on the one side of the 100 X 50 lot and 55 feet from the other side of it, making the part left for me to worry about unfit for anything. As it can be imagined what the division of any property at such disgraceful angle with a fence cutting through it within a few feet of ones kitchen door, he also can imagine the condition of such left over property with a house setting on the other end of such lot. I know now despite their bluffing me into signing it over to them, I should have stuck to my guns from the start when I was summoned into court, for not accepting their first offer (which wasn't an offer as they just told me they were taking 2,125 square ft. of it for $800.00 so they upped that to a 1,000.00 which still wasn't enough so I received a second summons, and because of relatives and friends I like the fool I am signed it over to them. I should have told them where they could go to, and stuck to it, and I also should have refused to accept the summons I was served with, and that's what I would do if I had it to do over, and I still think even at this late date that I should be relocated in another home of my choice, or paid enough for this property that was stolen from me in such way that was just as bad as being robbed by the hoodlums so I could relocate myself. I bought this with intentions of building a new house fronting on N. Minnesota as I then thought as an American, we could make and carry out such plans. We hear of people in other Countries not being property owners, so neither are we when it can be so taken from us without due compensation.

Sincerely, Virgil E. Davis
Virgil E. Davis

RECEIVED
AUG 20 1972
FOR FILING

1859

TOM McCALL
GOVERNOR

6156

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

August 14, 1972

Mr. Virgil E. Davis
1235 North Prescott Street
Portland, Oregon 97217

Dear Mr. Davis:

This will acknowledge your recent letter regarding the acquisition by the State Highway Division of a portion of your property along the Minnesota Freeway in Portland.

I am advised by the Administrator of Highways that the portion of your property acquired by the Highway Division in 1961 was necessary for the Minnesota Freeway and the transaction was closed by option and deed following the settlement of a condemnation action. The Highway Division further advises that you were paid the higher of two appraisals secured by the State for your property and that the settlement figure included any and all damages which might have occurred to your remainder.

There is no question that it is difficult for a property owner to be called upon to give up a portion of his property for a public improvement, but without the additional property required for highways, Oregon would not have the outstanding highway system it has today.

Sincerely,

Governor

TM:dm

bcc: Highway

RECEIVED
AUG 28 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

COPY

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
July 24, 1972

SUBJECT: Draft Reply for the Governor's Consideration

To: Mr. George M. Baldwin
Administrator

ADMINISTRATION

Attached is a draft of a reply to Mr. Virgil E. Davis. Mr. Davis has written letters on a rather regular basis since the acquisition of a small portion of his property in 1961. It was necessary at that time to file a complaint, but the matter was settled without the necessity of a trial.

On Friday afternoon, July 21, I made an inspection of the Davis acquisition and found that the taking was required for the southbound Going Street on ramp to the Minnesota Freeway. The actual Davis taking is occupied by a cut slope and landscaping. The landscaping is quite weedy, and I have asked Mr. Rulien to have the weeds removed.

In my opinion, no consideration should be given to selling any property back to Mr. Davis.

D. H. Moehring
D. H. Moehring
Right of Way Engineer

DHM:JP
Attachments

Noted
Gary L. Ross

RECEIVED
JUL 24 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

7-11 2 Davis to Highway

Virgil E. Davis
1235 N. Prescott Street
Portland, Oregon 97217
July 8, 1972

CEIVED
JUL 12 1972
OFFICE OF
E HIGHWAY ENGINEER

mocking for r/D
copy to:
TE
FBK

JUL 11 1972

Honorable, Tom Mc Call
Governor Of The State Of Oregon
State House,
Salem, Oregon

Dear Governor Mc Call:

I'm sorry to have to bother your honor, with another one of my poorly written letters in regards to the treatment I've received from The Oregon State Highway Department for the N. Minnesota Freeway, but after enduring the noise, air pollution and worry in general from it for so long I must write this complaint while I still can think and write. This is the most terrible thing I've ever been put through, and what hurts most is to think about what we hear so much of people in our Country unlike those in Communist controlled Countries being property owners with rights to dispose of it as we choose, and that according to our Constitution it can't be taken from us for any purpose without due compensation.

I most certainly didn't receive anything near due compensation for what was taken from me in such disgraceful way, with no consideration of damages to my constitutional rights to plan, and build a new house I had in mind to build when purchasing such property in May 1946 as I was told at the Multnomah County Court House I was in building zone two, and could get a building permit to build a new house fronting on N. Minnesota Avenue whenever I was ready to start on it.

It probably was known at that time that this freeway was going to be put through here, but I wasn't told anything about it. If I had known of it, I wouldn't have located in such place, I thought ideal for my old age in retirement. I was only paid $1,000.00 after first being told (not asked if I wanted to sell) it was being taken for $800.00 which I refused and was summoned into Court for accepting it, and it was increased to the larger amount which I still wasn't satisfied with and received a second court summons before on the advice of relatives, and wouldbe friends, there was nothing I could do to stop the taking of as it would be condemned and taken regardless of what I did. So I like the fool I am let it go at the last offer (if it could be called an offer or a demand) I know now I should made them condemn, and take all or none of it just as they did with other property north of mine to N. Going Street, but I was sick as I still am as a service connected disabled veteran, and didn't feel like going to court, and that also was why they took advantage of me; and I mean unfair advantage. It was a lost case even if I did have a lawyer , as he sold me down the river to them, as he was paid by them to do so.

42½%. 2,125 square feet of this property was taken, and the 57½%. 2,875 sq. feet of ruined property left for me to worry about being unfit for resale for anything but a giveaway price. Now' I'll explain what I mean by the disgraceful angle referred to. 30 feet was cut off of lot from N. Minnesota on the south side, and 55 feet from it on the north side to make such unnecessary, unneeded disgraceful angle of the fence, that an honest inspection will prove that no part of this lot was needed for this freeway, and the jog in the fence is a disgrace to the neighborhood, the City of Portland, and the State of Oregon as well as to the entire Nation, as a waste of good land. And despite the taking of 42½%. of this, the Multnomah County Tax Commission has more than trippled taxes on what I have left of ruined property, as they say it is an improvement. So I'd like to know whom the improvement is for? as it certainly isn't an improvement for me, and my health with air pollution.

1235 N. Prescott Street
Portland, Oregon 97217
September 1, 1970

RECEIVED
SEP 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building . Salem Oregon 97310

9-3-70

Dear Mr. Porter:

I was glad to read a copy of your letter to Senator Robert W. Packwood, in response to my letter to him of April 27, 1970 redarding my complaint of being swindled by such Department of my America n rights to buy, and plan to build a home for my future, as all Americans have rights to do.

That was my plans when buying this home May 26, 1946, as I considered this location then to be the ideal location I was looking for to settle down on in retirement. Nothing was even imagined then of this N. Minnesota Freeway being put through here, and certainly not in the disgraceful manner of cutting this property at such angle that would make it unfit for anything. I'm not one who would have stood in the road of progress, but do believe that all or none of it should have been taken just as was don with adjoining property, and I should have been relocated in another home of my choice, just as the choice of what was thought to be needed was taken from me. I knew I was being robbed when at first I was only offered $800.00 and served with a Summons later because I refused to accept such disgraceful offer with no consideration of damages done to me, and my future plans just like all americans supposedly have. The $800.00 was upped to a $1,000.00 but in my estimation still not enough to allow me to get rid of what was left of a disgraceful angular lot, and relocate myself somewhere else. I had planned from the start to build a new house fronting on Minnesota Avenue; if I could have saved enough for it as an unemployed disabled veteran, but it no doubt was best for me that I didn't have the money to build or I would have suffered a greater loss. I was taken unfair advantage of by this Division, Commission or Department whichever is right, I don't know as some people use different names for it, but my whole future here has been wrecked, and I still think all of it even at this late date should be taken, and to relocate me. Really no part of this property was needed for the Freeway, and was only a waste of land taking it, and moreso with such jogging of the fence to 30' on south side, and then at such disgraceful angle to 55' on north side of lot. If such part of lot was really needed the angle should have started from the corner of Minnesota and Prescott, and not jogged as it is, which is a disgrace to all concerned including the State of Oregon.

In the second para graph of your letter, where it is stated you have reviewed the matter several times at my request, and can only conclude that the property I was properly compensated for was paid top market value for it at that time, doesnt include the damages done to me, and my future plans to build a new house. The value on it most certainly hasn't increased, but taxes have, despite the fact 42½ % of it has been taken from me, and the remainder of 57½ % ruined for sale for anything but a giveaway price. This is enough to make anyone sick, such as I have been, and in the Veterans Hospital several times since this all started.

Please excuse such typing. Very truly yours, Virgil Davis Virgil E. Davis

NOTED
TOM EDWARDS

DECEIVED
AUG 19 1970

FOR FILING

6156

August 18, 1970

The Honorable Robert W. Packwood
United States Senator
6327 New Senate Office Building
Washington, D. C. 20510

Dear Senator Packwood:

This is in response to your July 28 request for copies of our most recent correspondence with Mr. Virgil E. Davis of Portland concerning the acquisition of a portion of his property at 1235 North Prescott Street. Mr. Davis wrote to you on April 27, 1970.

This matter dates back to 1961 when our file was closed. It involves the filing of a condemnation complaint which was afterwards settled out of court. We have reviewed the matter several times at Mr. Davis' request and can only conclude that he was properly compensated and was paid top market value for his property at that time.

If anything further is needed, please let us know.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
Victor D. Wolfe
D. H. Moehring

1235 N. Prescott Street
Portland, Oregon 97217
April 27, 1970

Honorable Bob Packwood, Oregon
United States Senate
Washington, D. C. 20510

Dear Senator Packwood:

I was glad to hear from your honor today, as after some years of dispute with the Oregon State Highway Department, and now with the Multnomah County Tax Commission regarding the assessment of my one piece of property here, I believe I should first comment on this before saying more about the birth control problem that should be vital to all of us in these times of over population. I shall quote a paragraph of a letter I wrote to our Tax Assessor~~s~~ that in my opinion fits in very well with the birth control problem.

"The $15,000. I claim for damages done to me by the Oregon State Highway Department, is none too much for what they have put me through, and I hope this will receive some consideration, just as I also hope my complaint for any childless person paying a school tax to educate other peoples children beyond grades he himself finished, will likewise be considered with a birth tax instead for all children, insuring them for life as the best guarantee for their educations. All parents of children should be compelled to pay a birth tax on them the first 21 years of their lives, which then would be a paid-up policy for the rest of their lives, payable at death of all ages from their births. Such would be the greatest tax that any parent could pay, as it would insure all people in future years not only with such policy payable at death of all ages, but also would be the greatest school tax anyone could pay." And I add here, with this, we would really become an educated Nation.

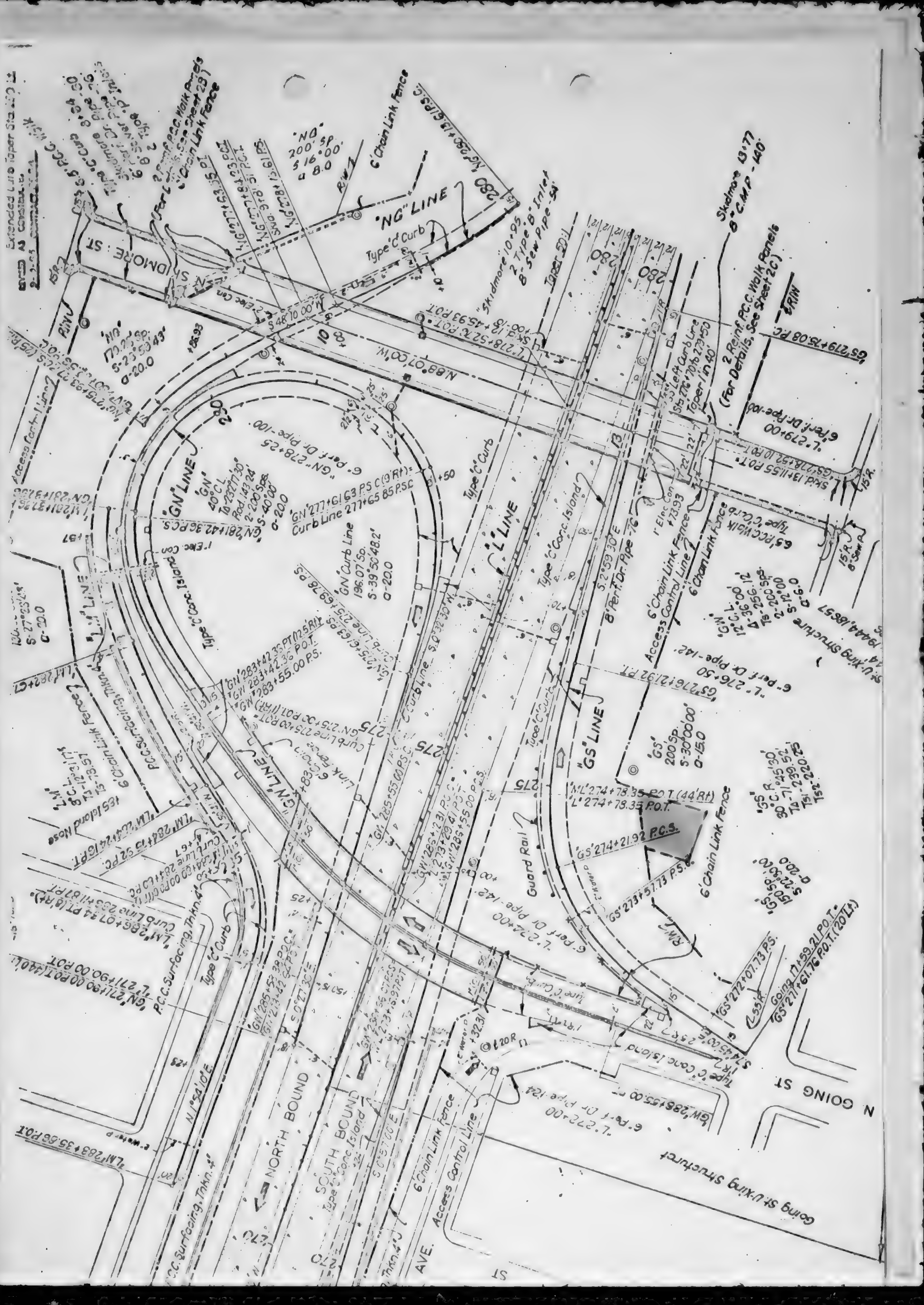
I sincerely believe that such as this should be considered, along with the limitation of the number of children anyone can claim as exemptions, as many people in this day and age, have large families solely for tax exemptions.

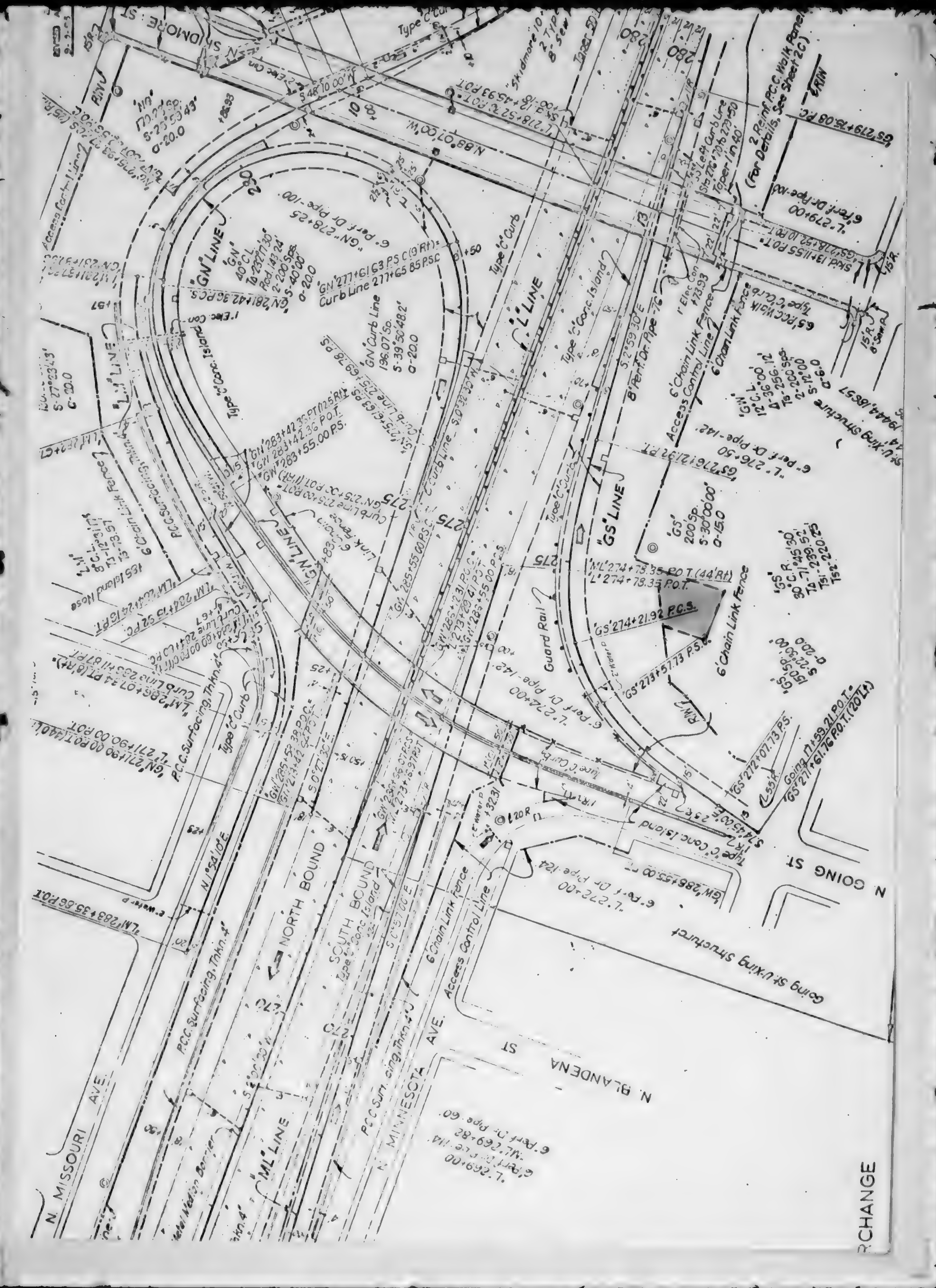
I'm not exactly in agreement with all abortions, but in some cases if necessary, the female having such also should be sterlized, and the man responsible for such pregnancy should be castrated, and those two operations would solve the greatest of all over population problems. ~~No Senator Packwood, I do not~~ abortions alone are the best, or any remedy for over or population explosion~~s~~, but honestly believe a common sense prevention is, as there are times for all things, and all young married couples should learn to control themselves as the best solution for birth control.

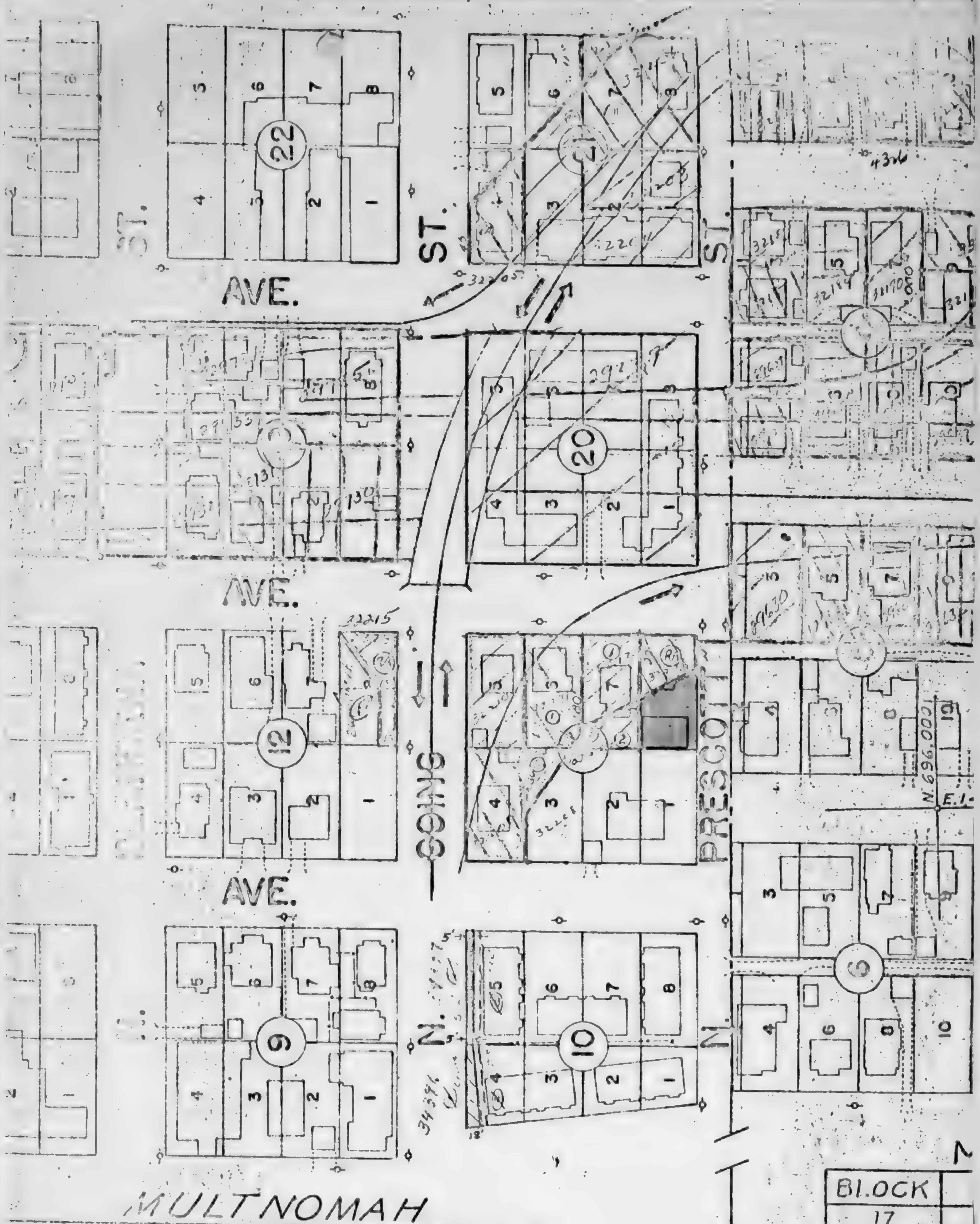
I congratulate your honor Senator Packwood, for introducing the greatest piece of legislation, for the best welfare of our Country at this time.

In closing, I must explain what the Highway Department, as well as the Multnomah County Tax Commission has done to me for the Minnesota Freeway in a few words. The H.W.D. unnecessarily ruined this property by cutting it at an angle making it unfit for anything, and the Tax Commission simply ignores any damage to me, despite the fact of 42½ % 2,125 square feet of it has been taken from me at such disgraceful angle, as it continues increasing taxes on it as though no part of it has been taken, and that I only have 2,875 sq.' 57½ % of the original 5,000 Sq.' left.

Sincerely yours, Virgil E. Davis
Virgil E. Davis
Virgil E. Davis


N SKIDMORE ST.
N GOING ST.
NORTH BOUND
SOUTH BOUND
AVE.
"NG" LINE
"GN" LINE
"L" LINE
"GS" LINE
"LM" LINE
"NG" 200' Sp. S 16°00' a 8.0
"NG" 170.25' Sp. S-23°59'43" a-20.0
"GN" 20°C.L. Rad. 143.24 2-200 Sps. S-40°00' a-20.0
'GN' Curb Line 196.07 Sp. S-39°50'48.2" a-20.0
"GS" 200 Sp. S-30°00'00" a-15.0
"GS" 150 Sp. S-22°30'00" a-20.0
"GN" 277+61.63 P.S.C.(9' Rt.) Curb Line 277+65.85 P.S.C.
"GN" 281+42.36 P.C.S.
"GN" 283+42.36 P.T. (12.5' Rt.)
"GN" 283+42.36 P.O.T.
"GN" 283+55.00 P.S.
"ML" 274+78.35 P.O.T. (44' Rt.)
"L" 274+78.35 P.O.T.
"GS" 274+21.92 P.C.S.
"GS" 273+57.73 P.S.
"GS" 272+07.73 P.S.
"GS" 276+21.92 P.T.
"GS" 279+75.08 P.C.
Going 17+59.21 P.O.T.
"GS" 271+61.76 P.O.T. (20' Lt.)
"L" 271+90.00 P.O.T.
"LM" 283+35.86 P.O.T.
"L" 278+52.70 P.O.T.
Skid. 18+45.93 P.O.T.
"L" 276+50
"L" 279+00
"L" 272+00
"GN" 278+25
S 48°10'00" W
N 88°07'00" W
S 2°59'30" E
S 0°38'30" W
S 0°21'32" E
N 1°54'10" E
Type 'C' Curb
Type 'C' Conc. Island
6' Chain Link Fence
Access Control Line
Guard Rail
6" Perf. Dr. Pipe -100'
6" Perf. Dr. Pipe -142'
8" Perf. Dr. Pipe -76'
Skidmore 10+95 2 Type 'B' Inlet 8" Sew Pipe -94'
Skidmore 13+77 8" C.M.P. -140'
2 Reinf. P.C.C. Walk Panels (For Details, See Sheet 2C)
6.5' P.C.C. Walk
P.C.C. Surfacing, Thkn. 4"
Taper 50:1
Taper 1 in 40
5.5' Left Curb Line Sta. 276+70 to 279+50
1" Elec. Con.
R/W
Going St. U-Xing Structure
Extended Line Taper Sta.
280
275
270


N. SKIDMORE ST
N. MISSOURI AVE.
N. MINNESOTA AVE.
N. BLANDENA ST
N. GOING ST
"GN" LINE
"L" LINE
"GS" LINE
"LM" LINE
"ML" LINE
NORTH BOUND
SOUTH BOUND
Going St U-xing Structure
6' Chain Link Fence
Access Control Line
Type 'C' Curb
Type 'C' Conc. Island
Guard Rail
P.C.C. Surfacing, Thkn. 4"
Median Barrier
'GS' 274+21.92 P.C.S.
'GS' 273+57.73 P.S.C.
'GS' 272+07.73 P.S.
'ML' 274+78.35 P.O.T. (44' Rt)
'L' 274+78.35 P.O.T.
'GS' 200 Sp. S-30°00'00" a-15.0
'GN' 277+61.63 P.S.C. (9' Rt)
Curb Line 277+65.85 P.S.C.
'GN' Curb Line 196.07 Sp. S-39°50'48.2" a-20.0
'GN' 281+42.36 P.C.S.
'GN' 283+42.36 P.T. (12.5' Rt)
'GN' 283+42.36 P.O.T.
'GW' 283+55.00 P.S.
'GN' 275+00 P.O.T. (1' Rt)
Curb Line 275+00 P.O.T.
'GN' 278+25 6" Perf. Dr. Pipe-100'
'L' 276+50 6" Perf. Dr. Pipe-142'
'GS' 276+12.32 P.T.
'L' 274+00 6" Perf. Dr. Pipe-142'
'L' 272+00 6" Perf. Dr. Pipe-124'
'GW' 286+53.00 P.T.
'L' 279+00 6" Perf. Dr. Pipe
'L' 271+90.00 P.O.T.
'GN' 271+90.00 P.O.T. (40' Lt)
'LM' 283+35.66 P.O.T.
'LM' 284+13.52 P.C.
'LM' 286+07.34 P.T.
Curb Line 286+11.87 P.T.
155 Island Nose
Going 171+59.21 P.O.T.
'GS' 271+61.76 P.O.T. (20' Lt)
2 Paint P.C.C. Walk Panels (For Details, See Sheet 2C)
6.5 P.C.C. Walk
8" Perf. Dr. Pipe-76'
S.2°59'30"E
N.88°07'00"W
S 48°10'00" W
N.1°54'10"E
Taper 1 in 40
'ML' 269+82 6" Perf. Dr. Pipe-114'
'L' 269+00 6" Perf. Dr. Pipe-60'
Skid 13+11.55 P.O.T.
'GS' 278+52.10 P.O.T.
'GS' 279+78.08 P.C.
280
275
270
R/W
RCHANGE



LOT	OWNER	FILE #	DEED RW
W ½ of 1 & 3	F. Heckman	32193	22377 2060- 62
[illegible]	C. Knittia	32194	22412 2059- 492
E ½ of 2 & 4	M. Ball	32195	22780 2011- 173
W ½ of 2 & 4	E Lingren	32196	22518 2066- 622
5 & 7	O Luoma	32197	22413 [illegible] 202

BLOCK	
17	
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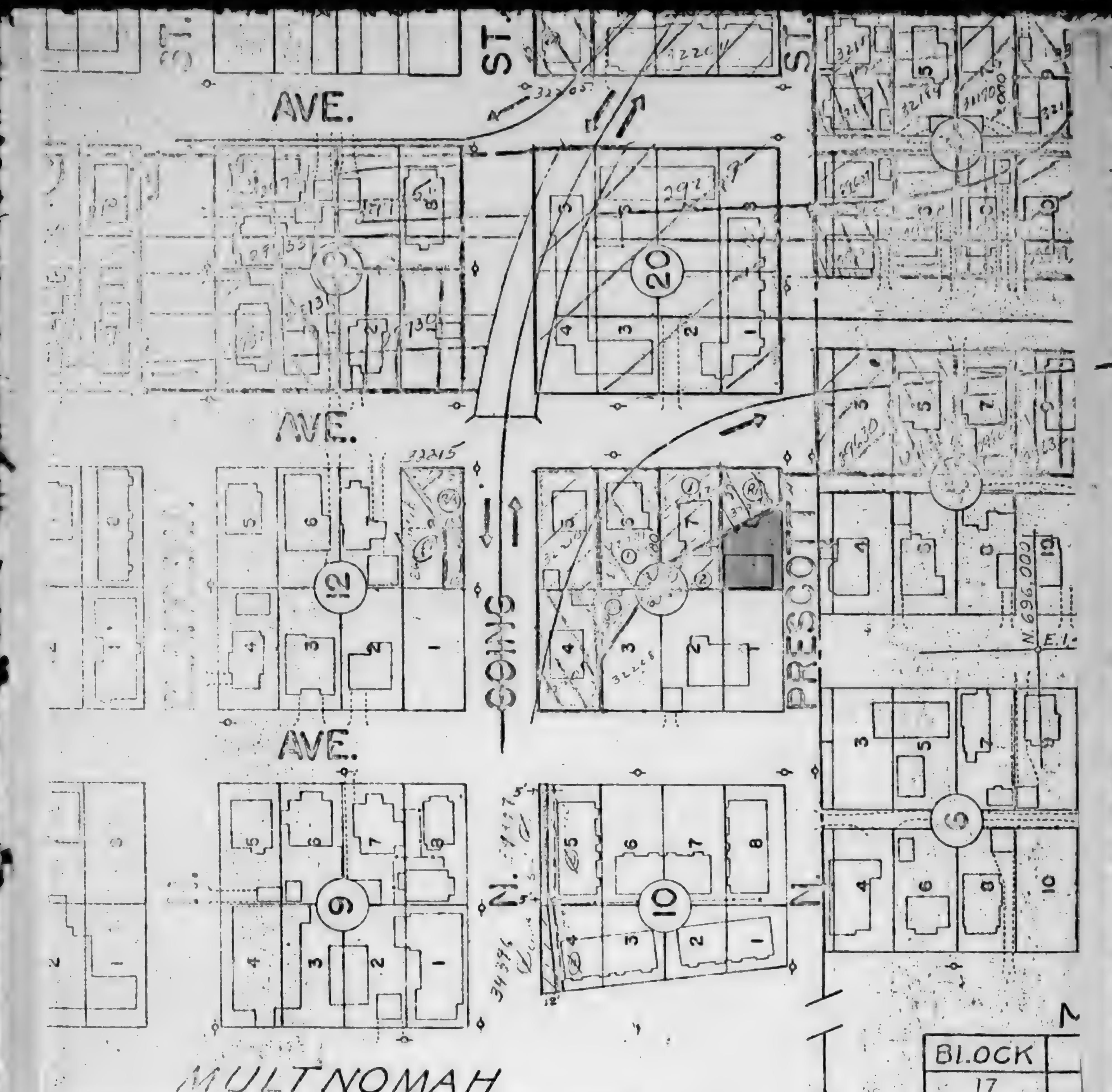

LOT	OWNER	FILE #	DEED R/W
W½ of 1 & 3	F. Heckman	32193	22377 2060- 62
E½ of 1 & 3	C. Kniffin	32194	22412 2063- 492
E½ of 2 & 4	M. Ball	32195	22780 2077- 173
W½ of 2 & 4	E. Lingren	32196	22518 2066- 622
5 & 7	O. Luoma	32197	22413 2065- 202
6	R. Taylor	32198	22414 2066- 498
8	K. Dubinski	32199	22202 2058- 444
9 & 11	A. Hildebrand	32200	22467 2066- 31
10	S. Spitulski	32201	22614 2069- 170
12	G. Gill	32202	22350 206[illegible]- 382

BLOCK	
17	
"	
"	
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20	
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"	
"	S.2
"	W.4
"	E.5
21	
"	
"	S.16

L-3744

OREGON STATE
HIGHWAY DEPARTMENT

RECEIVED
JUL 17 1969

July 16, 1969

Mr. Virgil E. Davis
1235 N. Prescott Street
Portland, Oregon 97217

File 32213 - Davis
Minnesota Freeway
Pacific Highway
Multnomah County

NOTED
D. H. MOEHRING

Dear Mr. Davis:

This refers to your recent letter concerning your property located at 1235 N. Prescott Street, Portland in which you requested reconsideration of the area purchased by the Highway Department for the Minnesota Freeway.

Please be advised that I have had the matter closely investigated by our engineering department; their decision is that we can make no change in the existing situation. The area which you discussed is fully landscaped and our Salem headquarters has denied us permission to sell any portion of it.

Very truly yours,

G. E. Rohde
Chief Counsel

By H. V. Jackson
Assistant Right of Way
Supervisor

HVJ/jj
cc: G. E. Rohde
D. H. Moehring ✓
A. E. Johnson

JUL 17 1969

File No. [illegible] - Davis
Minnesota Freeway
Pacific Highway
Multnomah County

1235 N. Prescott Street
Portland, Oregon 97217
June 9, 1969

Mr. J. J. Smith, District Right of way Supervisor.
State of Oregon Highway Department
5821 Northeast Glisan Street
Portland, Oregon 97213

Dear Mr. Smith:

It has been sometime since January 18, 1966 as I again read one of your letters in reply to one of mine of January 6, 1966, and I still am of the opinion that I was given a most unfair deal when my property rights here was invaded by The Oregon State Highway Department as this place unnecessarily chopped in two parts with an angle cutting from 30' on the south side from Minnesota Avenue, to 55' on the north side of the lot from Minnesota deserves a reconsideration.

Now as such property that was taken from me for so little is nothing but a weed patch, I believe that an honest inspection of it now will prove no part of it should have been taken for the Freeway. And as I reconsider a suggestion to me by the son of the Knight, & son Realtors 3300 S. E. Belmont Street, when they had the property to my west 1249 N. Prescott listed for sale, and wanted to list mine, I believe all of this block should have been taken in the first place, just as part of it was taken. Mr. Knight was of the opinion that this would be a good location for an office building, and as I agreed on that, I suggest with a parking lot under it and believe he will agree with me on this.

I would like to relocate on the southwest side, and as my ambition to build a new house fronting on N. Minnesota avenue was interrupted with no consideration for for such rights that all American Citizens are supposed to have, I believe such relocation should be at the expense of the Oregon State Highway Department, and no expense to me because they took such kind of a choice of what was thought to be needed from me. They should have had to take all or none of it for a price enabling me to relocate in another home of my choice, just as their choice was taken from me. This was my choice when buying this property, and I made plans to build a house of my choice as stated above whenever I could accumulate the money to do so. I thought I was in a nice quite location with a future home built according to my own specifications, and was satisfied with it until such interruption spoiled every thing. So now I am pleading for a reconsideration of what all Americans should be concerned about.

Sincerely yours,

Virgil E. Davis

Virgil E. Davis
1235 N. Prescott Street
Portland, Oregon 97217

RECEIVED
JUN 9 1969
METRO. R/W DEPT.

RECEIVED
SEP 21 1965
FOR FILING

FORM [illegible] 3-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-6(36)304

61.2

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Mr. A. J. Johnson
Attorney at Law
Weatherly Building
Portland, Oregon 97214

Re: R-32213 - Virgil Davis
Minnesota Freeway Section
Contract No. 6156

Dear Mr. Johnson:

This will acknowledge your letter of September 16, 1965, addressed to the attention of Mr. Leonard Lindas, with respect to the sewer problem of Mr. Virgil Davis. Mr. Lindas is no longer with the Department. He resigned and has taken a position as Administrator of the Legal and Right of Way Department for the Nevada State Highway Commission in Carson City, Nevada.

I am quite familiar with the transaction whereby the State Highway Commission acquired a portion of Mr. Davis' property. Until this summer we had no knowledge of Mr. Davis' complaints with respect to the operation of his sewer facilities. When it was brought to the attention of our local engineers it was their thought that the severing of his sewer line by highway construction was highly improbable as the original grading and construction was done in 1963 with no evidence of having interfered with the sewer.

His complaints through the City Engineer's office were relayed to our people and due to the possibility that the highway work may in some manner have interfered with Mr. Davis' facilities, our people arranged with a private contracting firm, by the name of Rowland Plumbing, to make physical investigation of the cause of the sewer not working. Our people then obtained a permit of entry from Mr. Davis to allow this firm to go on the property and make the physical investigation. However, upon their arrival at the property, Mr. Davis refused their entrance until such time as the State would agree to repair his bathroom. Several subsequent visits were made to Mr. Davis' including the last by Mr. Benedict, our Assistant Metropolitan Engineer.

NOTED
F. B. KLABOE

This was, however, all to no avail.

Since there is no actual evidence up to this time that the highway construction was the cause of Mr. Davis' problems, I agree with our people that there should be no agreement to repair his bathroom until that fact is determined. If you can pursuade Mr. Davis to allow the plumbing company to complete its investigation, I will request the Division Engineer to again schedule the plumbing company's work in this regard. If this proves that the highway construction was at fault, we can then further discuss the appropriate remedies. I shall await further word from you before having our people re-schedule their investigation.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg

CC - Mr. F. B. Klaboe
Mr. A. E. Johnson
Mr. John Bond
Mr. J. J. Smith
Mr. Larry Holt

SEP 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 26 1965

SP*6418-734

~~FOR FILING~~

I-5-6 (36)214

6144

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
AUG 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
August 24, 1965

SUBJECT: Sewer Complaint
1235 N. Prescott Street (Station 275)
Minnesota Freeway Section
Contract No. 6156

To: Mr. G. E. Rohde
Chief Counsel

BUILDING

Herewith is our entire file on a complaint from Virgil E. Davis, 1235 N. Prescott Street, Portland, concerning alleged plumbing damage arising from the Minnesota Freeway construction. I understand there is also a lengthy right of way file on the Davis property, which includes some other complaints.

Mr. Davis directed the three attached letters to the City of Portland from July 12 to July 24 of this year. The City referred them to our Metropolitan Division after some investigation.

We could not confirm that our freeway construction involved the sewer in any way; however, since the service line seemed to lead toward the freeway cut slope there was some question, and in an effort to resolve the situation a State Force Order was submitted and approved here July 27 to check out the line and repair any damage.

On August 3 a plumber crew was refused entrance to the Davis property unless we agreed to do additional plumbing work in the bathroom where there was alleged damage from freezing when the sewer outlet was allegedly impaired last winter. We did not believe we had any responsibility within the house and nothing has been done.

As indicated in the file several of our Metropolitan people, including Mr. Benedict most recently, have called on Mr. Davis. Since our personal contacts have not accomplished much constructive, we see no good purpose in our writing to Mr. Davis.

Would you please review the file and advise any further action you believe is indicated.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:bjm
Attachments
cc: F. B. Klaboe
A. E. Johnson

Approved
Asst. State Hwy. Engr.

RECEIVED
AUG - 1965

FOR FILING

I-5-6(36)304

6156

2719

August 4, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35.4-DA

Dear Sir:

Attached is a copy of an opinion from our Legal Division to the effect that the additional provision added by Portland General Electric Company to Pole Permit No. X6667 covering power lines within the limits of the Minnesota Freeway Section, Oregon Project I-5-6(36)304, does not affect our access control as provided by paragraph 13 of said permit.

Accordingly, the permit as issued is considered to meet all access control requirements for Interstate Highways.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter
G. W. Ross

JFH:sk jwa

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1965

SUBJECT: P.G.E. Pole Line Permit
No. X 6667
N. Portland Rd.-N. E. Fremont Section
Pacific Highway (I-5)
Minnesota Freeway
Portland

To: Mr. J. F. Hagemann
Permits Engineer

Building

You have asked for an opinion concerning the effect of certain language which was added to subject permit by the company (applicant) after the permit was submitted to the Bureau of Public Roads for approval.

The records of your office do not reflect the existence of any "previously granted State of Oregon permits" so that portion of the addition is an absolute nullity.

The statement concerning rights to maintain these facilities "under its City of Portland franchise" is inaccurate. You will recall that on July 16, 1965, the office of the City Attorney for Portland was contacted by yourself and the writer and we were informed that P.G.E. has no franchise as such - that P.G.E. occupies Portland streets and public areas pursuant to multitudinous permits, old legislative authorizations and city ordinances which may total 500 separate documents. P.G.E. could not, if it were required to do so, come up with a "modern" franchise.

The City of Portland recognizes the legislative grant to the State Highway Commission to control facilities in former city streets which are parts of "throughways" and claims no authority to issue or control permits within "throughway" rights of way.

We are of the opinion, and maintain the position, that the entire added statement accomplishes nothing and does not alter State's access control of its throughway rights of way.

By statute, the State Highway Commission exercises all authority, including access control, over the throughways both in and outside of city limits. State of Washington v Public Utility District No. 1, 349 P2d 426, was brought by the State to cause utilities occupying City of Vancouver streets to be relocated. The Supreme Court of Washington held that the State Highway Commission's rights under the throughway law superseded city franchises. Oregon enjoys throughway statutory provisions similar to Washington. In *State of Oregon v Oregon Water Corporation*, the Circuit Court Judge for Jackson County held this same point of the State Highway Commission's rights superseding the city franchises under the throughway law.

In conclusion then, it is our opinion that (1) there are no previous state permits, (2) there is no regular conflicting franchise held by P.G.E., and (3) we are of the opinion that the language which was added by P.G.E. does not modify the access control language contained in paragraph 13 of subject X permit.

J.N. Hershberger
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja

cc: G. E. Rohde
Webb Ross
Frank C. McKinney

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. E. S. Hunter, Maintenance Engineer

DATE: June 24, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: GRBrooks
G. R. Brooks
District Engineer

SUBJECT: Minnesota Freeway (Pac. I-5)
Project No. I-5-6(36)304
Pole Line Permit

We hereby acknowledge receipt of your May 24, 1965 letter and Pole Line Permit No. 6667 with attachments which you indicate completes coverage of utilities on the Minnesota Section of the Interstate Highway, I-5.

However, it is noted that subsequent to our initial approval of this Pole Line Permit on August 31, 1964 an additional note has been added to page 1 of the permit which states, "By the execution of this application for permit, it is understood and agreed by Portland General Electric Company and the Oregon State Highway Commission that Portland General Electric Company does not relinquish its present rights to maintain its facilities as described and shown on page 1A and exhibit maps attached hereto, under its city of Portland franchise or previously granted State of Oregon permits".

Since this office is not familar with the city of Portland franchise or previously granted State of Oregon permits as regards the present Portland General Electric Company rights to maintain its facilities and because controlled access must be maintained on Interstate Highways we find it necessary to withhold final acceptance of this project until assured access for servicing these utilities are in accordance with Paragraph 4 of PPM 20-4, dated August 10, 1956, the AASHO Geometric Design Standards for the National System of Interstate and Defense Highways, and other standard procedures.

Hunter
RD
WD

RECEIVED
JUN 25 1965
OFFICE OF
[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

PORTLAND GENERAL ELECTRIC COMPANY
ELECTRIC BUILDING
PORTLAND 5, OREGON

CHESTER J. IRELAN

May 17, 1965

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: John F. Hagemann
Utilities Permit Engineer

Gentlemen:

As requested in your letter of March 31, 1965, we have signed and are returning two copies of Application for Permit covering our electric facilities that cross or are on the Minnesota Freeway.

You will notice we have added to the first page a condition concerning our application.

Very truly yours,

Chester J. Irelan
Chester J. Irelan
Manager Claims and Land

CJI:sm
Enc.

Special provision added by P.G.E was reviewed and approved by Frank McKinney 5-19-65
J.F.H

RECEIVED
MAY 19 1965
PERMITS

March 31, 1965

Mr. C. J. Irelan
Portland General Electric Co.
621 S.W. Alder
Portland, Oregon 97205

Dear Mr. Irelan:

As per your telephone conversation with Mr. Preston of our Utility Liaison Section, I am enclosing two copies of a permit covering your installations on the Minnesota Freeway, I-5, together with a copy of our original letter of transmittal dated September 14, 1964.

It would be appreciated if you will have the appropriate company officials sign both copies and return them to this office. Your early attention to this matter is requested as the Bureau of Public Roads is holding up final payment pending placing all right of way encroachments under permit.

Very truly yours,

G. W. Ross
Director of Permits

By:

John F. Hagemann
Utilities Permit Engineer

JFH:sk
Enclosure

FORM C-123X 10M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

STATE COPY

March 25, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on March 23, 1965, on Contract No. 6384, S. Unit, Minnesota Freeway Section, in Multnomah County in connection with Federal-Aid Project No. I-5-6(51)304.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: APR 15 1965

Conditions noted on above date:

Please obtain

No conditions on the contract work; however, permits for P.G.E. X'ings will be required before acceptance of the project.

A. W. Parsons
Division Engineer

By
G. R. Brooks, Dist. Engr.

RECEIVED
APR 21 1965
[illegible] PERMITS
[illegible]
HIGHWAY [illegible]

RECEIVED
APR 15 1965
OFFICE ENGINEERING
DIVISION

Form E-49—30M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

P.G.E.

~~May~~ July 8, 1963 agreed to

Approx. $2,616 paid or appraised value of easement

See Deletion
Corrected
copies

September 14, 1964

Portland General Electric Company
621 S.W. Alder St.
Portland, Oregon 97205

Gentlemen:

Enclosed are two copies of a proposed Pole Line Permit covering existing Portland General Electric installations within the limits of the Minnesota Freeway Section of the Pacific Highway, Interstate Route 5.

The Federal Bureau of Public Roads requires that all utility encroachments on the Interstate System be placed under permit with access control provisions and this permit has been prepared accordingly.

Please note Special Provision No. 1 which provides for the release to the State of your company's right to enter and occupy any unextinguished easements within the section limits.

Our records indicate that Portland General Electric was paid approximately $2,600 as the appraised value of an easement held in the vicinity of Schmeer Road; however, no quitclaim deed was obtained. The special provision included in the permit has the approval of our legal division and the Bureau of Public Roads as the simplest method of extinguishing any access rights your company may have retained in its original easement.

It would be appreciated if you would review this permit and, if satisfactory, have the appropriate company officials sign and return both copies to this office. Upon receipt of same the permit will be issued and a fully executed copy returned for your records.

Very truly yours

G. W. Ross
Director of Permits

By:

John F. Hagemann
Utilities Permit Engineer

JFH:sk
Encl.
cc: T. Litchfield

RECEIVED
JUN 10 1965
FOR FILING

6156

June 9, 1965

The Aetna Casualty and Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

A post-final payment for $10,243.60 will be made to Peter Kiewit Sons' Company, on Contract No. 6156 for grading and structures on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $3,186,289.17, including the post-final payment. Of the total, $34,349.39 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Peter Kiewit Sons' Company
P. O. Box 1777
Vancouver, Washington

The Aetna Casualty & Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

C. H. Maison
Attn: John Herr

RE
MAY 2
FOR

477 Cottage Street, NE
Salem, Oregon 97301

May 24, 1965

08-35.4-DA

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Project I-5-6(36)304
Minnesota Freeway
Fire destruction of metal sewer pipe

Your request for Federal participation in the amount of $9,841.09 for a Price Agreement to settle the claim by the contractor for expenses incurred due to the fire damage to replace 54-inch asphalt coated galvanized corrugated metal sewer pipe is approved. This was requested in Mr. G. L. Decker's letter of April 29, 1965.

We feel that your correspondence and interpretation of the specifications indicates the State's financial responsibility for reimbursement of unforeseeable costs beyond the contractor's control. We also feel that negligence was not a matter in this particular instance, for he (the subcontractor) exercised the reasonable control expected for protection of such an installation.

We feel, however, that some of the attitude expressed in the correspondence is disturbing. It appears that the State will base their reimbursement on whether or not Federal participation can be obtained. Since Public Roads is not a party to the contract, the State should make its decision on reimbursement based on the conditions as they existed at the time of the fire and the interpretation of the specifications under which the project was constructed. After that decision is made it would appear logical that a complete set of all the facts and legal reviews necessary for the entire matter should be then submitted to Public Roads for its decision on the appropriateness of Federal participation.

Orig to Young
5-25-65

FORM E-123X 30M 12-63

COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED

6156

April 29, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Minnesota Freeway Section
Pacific Highway
Contract No. 6156
Project No. I-5-6(36)304

Dear Sir:

You will recall that on December 1, 1962 a section of a 54-inch coated corrugated metal sewer pipe at "CL" Station 150+00 was destroyed by a fire of unknown origin. This pipe was replaced by the contractor on orders from the State.

Since that time, the matter of payment for this replacement has been the subject of considerable discussion and correspondence. The contractor has submitted claims for this work. Approval has been delayed pending decisions on Federal participation.

In November of 1964, the Area Engineer indicated favorable consideration would be given providing statements from both the prime contractor's and subcontractor's insurance companies could be obtained which verified their policies did not cover this damage. Copies of these statements are attached.

The authority of the Engineer to determine financial responsibility has been discussed. This authority is outlined on pages 87 and 88 of the Special Provisions.

For your review and information, 22 pages of pertinent correspondence pertaining to this matter are attached.

The final claim submitted by the contractor is in the amount of $9,841.09. This represents the net cost without overhead or profit. We again request your approval of Federal participation in payment of this amount. A Price Agreement has been submitted in the amount of $9,841.09 to settle this claim. Approval here will be withheld until we hear from you.

Very truly yours

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

Attachments
GLD:fp
cc F. B. Klaboe
L. H. Young
A. E. Johnson

RECEIVED
APR 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 29 1965
FOR FILING

6156

January 29, 1965

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

On December 21, 1964 we wrote to you concerning release of final payment on Contract No. 6156, awarded to Peter Kiewit Sons' Co., for grading, and structures on the Minnesota Freeway Section of the Pacific Highway in Multnomah County.

Final payment on this contract is $158,974.14 and the total contract amount is $3,176,045.57, including $34,349.39 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rg

cc: Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington

C. H. Maison
Attn. John Herr

RECEIVED
JAN 29 1965
FOR FILING

6156

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 28, 1965

Peter Kiewit Sons' Company
P. O. Box 1777
Vancouver, Washington

Gentlemen:

Final payment on contract No. 6156 has been withheld pending receipt of the Union Pacific Railroad Company's bill. In order to expedite your final voucher, we intend to withhold $500.00 as the estimated protection cost and release the balance. If the final railroad costs exceed the amount retained, we will bill you for the excess. If the railroad costs are less than the amount retained, we will release the balance.

If this procedure is agreeable to your company, sign and return the attached letter and voucher. A copy of this letter is enclosed for your records.

Very truly yours,

C. H. Maison
Controller

By:
V. E. Skoog
Assistant Controller

VES:jc

Attachment

cc: Clare Palmer
General Files

Approved: ____________________
Authorized Representative

RECEIVED
DEC 21 1964
FOR FILING

6156

December 21, 1964

The Aetna Casualty & Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

Contract No. 6156 awarded to Peter Kiewit Sons' Company, for grading and structures on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, was completed August 21, 1964, and accepted by the Highway Commission on December 15, 1964.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before December 29, 1964.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Peter Kiewit Sons' Co.
P.O. Box 1777
Vancouver, Washington

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
DEC 21 1964
FOR FILING

6156

December 17, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 21 on Contract No. 6156. The contract was with Peter Kiewit Sons' Company and was for grading and structures on the Minnesota Freeway Section of the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 15, 1964, and that you concur in this procedure at the Commission meeting on January 26.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
Fred Klaboe

LPS:ajw bjs

RECEIVED
DEC 16 1964

FOR FILING

6, 6

477 Cottage Street N.E.
Salem, Oregon 97301

December 11, 1964

~~Mr. Forrest~~ Cooper
State Highway Engineer
Salem, Oregon

Original signed by
L. R. Backlund
Admin. Manager

A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
Acting Division Engineer

Oregon Project I-5-6(36)304
Minnesota Freeway Section

Returned herewith are the PR-47 forms for the subject project. Would you please review items 1, 2 and 19 under roadway quantities.

(1) According to our information the contractor purchased his Portland Cement Concrete at a ready-mix plant.

(2) The contractor placed about 23,000 tons of crushed aggregates on the roadway.

(19) The bid items show about 1230' of bridge railing on the structures, but none on the roadway.

Encl.

original to Young
with attach
12-16-64

FORM E-1 (REV 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER 9002 & 9011	WEEK ENDING December 4, 1964
	SECTION Minnesota Freeway	SECTION PREFIX 626-1083
	HIGHWAY Pacific	COUNTY Multnomah
NAME OF JOB Minnesota Freeway	KIND OF WORK Grading, Paving Structures	
CONTRACTOR Peter Kiewit Sons' Co.	CONTRACT NUMBER 6156	FEDERAL AID PROJECT NUMBER I-5-6(36)304
DATE OF CONTRACT August 9, 1962	DATE WORK STARTED August 15, 1962	ESTIMATED COMPLETION DATE August 21, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS 220	WORK DAYS USED 220

PROJECT AUTHORIZATION	$3,942,841.28	ENGINEERING AUTHORIZATION	$280,379.83	PERCENT OF TIME ELAPSED 100%
EXCLUSIVE OF ENGINEERING:	$3,662,461.45	ENGINEERING COST TO DATE	$266,500.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING	$3,446,664.01	PERCENT OF AUTHORIZATION	95.0 %	100%
ESTIMATED PERCENT XXXXX UNDERRUN	5.9 %	DATE PROJECT WAS COMPLETED:	August 21, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	100	100	100	-	

	GRADING	SURFACING	Extra for Select S.G. MAINTENANCE MATERIALS	Extra for Gravel Blanket OIL & BITUMINOUS MACADAM	Asph. Conc. PAVING
MILES IN PROJECT	3.36	0.75	3.36	0.75	0.75
MILES PARTIALLY COMPLETED	0	0	0	0	0
MILES COMPLETED	3.36	0.75	3.36	0.75	0.75
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,734,000CY	20,900 T	218,000 CY	38,400 CY	7,000 T
TOTAL QUANTITIES CORRECTED TO DATE	1,693,760CY	26,130 T	100,415 CY	37,000 CY	7,175 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,693,760CY	26,130 T	100,415 CY	37,000 CY	7,175 T
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK

None

	WEATHER	HOURS DELAY	Workday Charged	CAUSE OF DELAY
SUNDAY	-	-		
MONDAY	Rain XXXXXX	0	No	Job Completed
TUESDAY	Showers	0	No	" "
WEDNESDAY	Showers	0	No	" "
THURSDAY	Cloudy	0	No	" "
FRIDAY	Cloudy	0	No	" "
SATURDAY	-	-		

NOTED
JOHN R. OAKES

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	-
MONDAY	No Work
TUESDAY	No Work
WEDNESDAY	No Work
THURSDAY	No Work
FRIDAY	No Work
SATURDAY	-

REMARKS

Semi final estimate sent to Division Office Tuesday, December 1, 1964.

cc: Div. Office
Bureau of Public Roads
Bridge Engineer

SIGNED James Don
James Don, Resident Engineer

ADDRESS Portland, Oregon 97213

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
DEC 4 - 1964
FOR FILING

[illegible]

.CNM
PR

NOTED
R. L. PORTER

.CNMPRM

PMT CON PER 1 12 2 64 2 55P

PLEASE ROUTE TO FORREST COOPER

COPIES TO: EDWARDS
MORGAN
SHAW
MERCHANT
CRANDALL

NOTED
FORREST COOPER

THE MINNESOTA FREEWAY WAS OPENED AS OF 2:30 THIS DATE.

KLABOE
GM
:,.03.04.

RECEIVED
NOV 27 1964

FOR FILING

6156

Salem, Oregon
November 25, 1964

Mr. F. D. Morgan
Construction Engineer

Pioneer Broadcasting Company
Ground Cable Installation
Minnesota Freeway - Portland

The attached letter from King Broadcasting Company, doing business as Pioneer Broadcasting Company, alleges damage to, or removal of, ground radials at the KGW transmitting station.

Please have this matter investigated and draft a reply to the Broadcasting Company.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc Forrest Cooper
R. L. Porter

KING BROADCASTING COMPANY
320 AURORA AVE. [illegible]

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

November 20, 1964

Director of State Highway Commission
State of Oregon
State Highway Department
Salem 10, Oregon

Dear Sir:

On October 3, 1962, the Highway Commission of the State of Oregon entered into an agreement with the King Broadcasting Company dba Pioneer Broadcasting Company, concerning the sale of certain properties near North Portland Harbor - Russell Street, Pacific Highway, owned by the King Broadcasting Company. Terms of this agreement with the Oregon State Highway Commission guaranteed the State would protect the integrity of the KGW Radio radial ground wires which were to remain intact under the roadway. Your letter, August 31, 1962, stated:

Porter

> "The State shall permit the Grantor to lay ground radials on the property described in this option, providing it does not unduly interfere with the existing or future highway shoulders or slopes. The Grantor shall complete this construction by December 31, 1962, and the Grantor shall not enter upon the said right of way for any reason and does forever waive any rights of maintenance, repair, or replacement of such radials as will exist upon or within the said right of way, however, once installed by the Grantor, the State shall not disconnect, remove nor physically disturb the radials."

Immediately preceding the new construction along Denver Avenue, we installed 26 wires (# 10 soft copper) at a depth of about 16 inches below the surface. These were installed by hand at considerable cost to the Company. These were the wires the State agreed they would protect.

NOTED
LLOYD P. SHAW

KING-TV
RADIO-KING
KING-FM

Construction workers, under the direction of the State, have destroyed or removed all of the ground radials for a distance of 75 feet or more, from the eastern extreme of the radials.

Would you please advise what action you will take in this matter.

Yours truly,

Ancil H Payne

Ancil H. Payne
Vice President
Business Division

AHP:mer

RECEIVED
NOV 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 23 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 4 - 1964
FOR FILING

6156

Salem, Oregon 97310
November 2, 1964

Minnesota Freeway

Mr. Fred B. Klaboe
Metropolitan Engineer
Portland, Oregon

Reference your letter of October 30 re ribbon cutting subject freeway.

Unless we are "second guessed" by local (Portland) civic organizations, there will be no ribbon cutting at this time. It may be that sometime in 1966 or 67 or whenever you are going to have the Marquam Bridge (East End) finished, we might wish to cut a ribbon on the golden spike.

Thank you for your consideration in advising me of this forthcoming event.

Victor D. Wolfe
Administrative Assistant

VDW:erb

cc: Mr. Forrest Cooper
Mr. R. L. Porter

RECEIVED
OCT 1 2 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 5, 1964

08-35.4-DA

Original signed by
G. R. Brooks
Dist. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project I-5-6(36)304, Minnesota Freeway Section
Union Oil Company permit to grade excess Embankment N-Bound off-ramp to Lombard Street

We hereby approve the permit application for Union Oil Company of California for rounding the hump between north-bound off-ramp and Union Oil Company property. We find that the sketch submitted does not agree with your contour plan on sheet 10H of the Minnesota Freeway Project I-5-6(36)304. We therefore request that work be closely supervised by your Resident Engineer Maltby to insure an acceptable grade correlation with the existing contours of the interchange.

RECEIVED
OCT 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

original to Hagemann with attach.
copy to Young
10-13-64

ROUTED TO
LLOYD P. SHAW

RECEIVED
AUG 2 8 1964

FOR FILING

6156

477 Cottage Street N.E.
Salem, Oregon

August 24, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon I-5-6(36) 04, Minnesota Freeway
Order For Extra Work No. 15

Federal-aid participation is limited to bid cost of fence in place only, as per original agreement.

We are retaining one copy of the order.

Original signed by
G. R. Brooks
Dist. Engineer

By G. R. Brooks
District Engineer

NOTED
LLOYD P. SHAW

RECEIVED
AUG 25 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Original To Young
with attach (2 copies)
8-27-64

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Minnesota Freeway
Highway Pacific
County Multnomah
Contractor Peter Kiewit Sons' Company
Address PO Box 85, Portland, Oregon

Date August 7, 1964
Contract No. 6156
Prefix 626-1083
F. A. Project No. I-5-6(36)304
Order No. 15

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove and reinstall 6 ft. chain link fence and purchase additional posts.

1. Maximum equipment rates allowable as per AGC and State agreement.
2. Percentage allowed contractor is in accordance with executed contract for this project.

Location by station numbers:

Throughout the project.

Estimate of quantities and cost:

Labor - - - - - - -	$300.00
Materials - - - -	50.00
Equipment - - - -	150.00
Total	$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Fence staked as plans then removed at request of landscape dept. Remove fence at Sta. 124 for fill on VD line of the north unit. Work has been done as per approval at each location. Work was done by the contractor. Standard specifications to apply.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $3,942,841.28
Present estimate of project cost, including $500.00 for work under this order $3,694,081.55
Expected under-run ~~over-run~~ amount $248,759.73
Expected under-run ~~over-run~~ per cent 6.6%

Space to right of this line is for use of Salem Office

Submitted by: /s/ M. W. Stovall
Asst. Resident Engineer

Approval Recommended: /s/ F. D. Morgan
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict
Asst. Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
AUG 20 1964

6156

August 19, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 15 covering removal and reinstalling chain link fence and purchase of additional posts on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156 in connection with Federal-Aid Project No. I-5-6(36)304.

This work is necessary to better fit the fence to the landscaping plan.

This work was verbally approved by the B.P.R. District and Area Engineers August 17, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:cr

FORM E-123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
1964
FILING

August 13, 1964

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Completion of work on railroad property
Minnesota Freeway Section
Pacific Highway - Multnomah County
Contract No. 6156
Project No. I-5-6(36)304
YOUR FILE: D 322 - 0 - 15

Gentlemen:

This is in reply to your letter of July 8, 1964, in which you request information concerning the cleanup and fencing work on your right of way which was performed under the above-captioned project.

We have been advised by our Metropolitan office that work on your right of way was completed on August 7, 1964, and, therefore, it will not be necessary to extend the completion date as set forth in our construction agreement dated August 9, 1962.

Contract No. 6233 for the structure crossing Columbia Boulevard and your right of way was completed on June 4, 1964.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: L. P. Shaw
L. H. Young
F. B. Klaboe
James Don
Jack Hesla

RECEIVED
AUG 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 22 1964

FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

July 17, 1964

08-35.4-DA

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-6(36)304, Minnesota Freeway
36-inch Water Main Underground Crossing

We hereby approve the above 36-inch water main installation at North Alberta Street. We assume that this installation will virtually preclude any necessity for disturbing the roadway to perform maintenance or further expansion. It is our understanding that all costs for this installation will be borne by the city.

original to Young
cc Morgan
7-21-64

NOTED
LLOYD P. SHAW

RECEIVED
JUN 29 1964

FOR FILING

Salem, Oregon
June 26, 1964

Minnesota Freeway Section
Project No. I-5-6(36)304
Grading Contract #6156
Minnesota Freeway Section
Project No. I-5-6(53)304
Roadside Improvement (not
under contract as yet)

Mr. Fred Klaboe
Division Engineer
5821 N. E. Glisan
Portland, Oregon 97213

Enclosed, find one set of plans for each of the above mentioned projects. The reason for sending them is to receive a clearification as to where the fences are going to be placed. Please indicate with a red pencil, on the grading plans, where the fence line is to be placed, if it deviates from the plans more than a foot or so.

The Roadside Improvement plan is to indicate where it is planned to have planting areas. In general, the Bureau of Public Roads will not participate in improvements outside of the fenced right of way.

To give you a little background, if you do not already know, it is necessary to send to the B.P.R. and receive their approval, revised grading plans when there is a change in the fence line and access control line. This we must do in this case to include in the right of way the areas to be planted. Mr. Astrup said in a few places it was intended to plant outside the fence. Please indicate.

L. H. Young
Office Engineer

DAR:cl
cc: Frank Morgan

Monthly transaction number I-5-6(36)304 3-81	Form .A U.S. DEPARTMENT OF COMMERCE (5-31-57) BUREAU OF PUBLIC ROADS	S **Oregon**
Project report number **9**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3-19-64	County **Multnomah**
		Project number **I-5-6(36)304**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **September 25**, 19**62**, is hereby modified as follows:

Revised estimated total cost of project	$ **3,732,659.00**
Revised Federal funds	$ **3,433,000.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **19** day of **March**, 19**64**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stai

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~**XX**~~ **A. W. Parsons**
Division Engineer

L. R. Backlund
By: L. R. Backlund, Administrative Mgr.

USComm-DC 11170

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(36)304

MINNESOTA FREEWAY SECTION OF THE
PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices. Revised to include work retained in PS & E status.)

Salem, Oregon, March 4, 1964

Type Code 0010
Roadway (Sta. L^{B} 89+65 to Sta. L 286+00)(Contract No. 6156)

Clearing and Grubbing	All	Required (99%)		$ 59,400.00
Removal of Misc. Concrete and Masonry	All	Required		68,000.00
Drainage Excavation, Unclassified	48,000	cu.yds.	$ 2.30	110,400.00
Embankment Foundation Excavation, Unclassified	3,900	cu.yds.	0.60	2,340.00
General Excavation, Unclassified	1,727,000	cu.yds.	0.38	656,260.00
Extra for Selected Subgrade Material	204,500	cu.yds.	0.10	20,450.00
Extra for Sand Blanket Material	12,500	cu.yds.	0.10	1,250.00
Extra for Gravel Blanket Material	48,000	cu.yds.	0.10	4,800.00
Extra for Topsoil Material	30,500	cu.yds.	0.75	22,875.00
Short Overhaul	9,616,000	yd.sta.	0.005	48,080.00
Long Overhaul	1,382,000	C-yd.sta.	0.40	552,800.00
Pneumatic-tired Roller	55	hours	35.00	1,925.00
Finishing Roadbed and Slopes	All	Required (99%)		24,750.00
Mulching	36	acres	550.00	19,800.00
Loose Riprap	44	cu.yds.	4.20	184.80
6-inch Sewer Pipe	180	lin.ft.	2.60	468.00
8-inch Sewer Pipe	8,830	lin.ft.	2.50	22,075.00
10-inch Sewer Pipe	2,040	lin.ft.	3.00	6,120.00
12-inch Sewer Pipe	4,060	lin.ft.	3.15	12,789.00
15-inch Sewer Pipe	5,000	lin.ft.	4.75	23,750.00
18-inch Sewer Pipe	3,980	lin.ft.	5.40	21,492.00
21-inch Sewer Pipe	1,220	lin.ft.	4.80	5,856.00
24-inch Sewer Pipe	560	lin.ft.	8.00	4,480.00
24-inch Reinforced Sewer Pipe	1,860	lin.ft.	7.10	13,206.00
27-inch Reinforced Sewer Pipe	2,780	lin.ft.	8.70	24,186.00
30-inch Reinforced Sewer Pipe	2,900	lin.ft.	9.80	28,420.00
36-inch Reinforced Sewer Pipe	2,200	lin.ft.	13.20	29,040.00
42-inch Reinforced Sewer Pipe	4,660	lin.ft.	18.00	83,880.00
12-inch Corrugated Metal Pipe	90	lin.ft.	3.10	279.0
30-inch Corrugated Metal Pipe, Protected Invert	220	lin.ft.	11.20	2,464.00
54-inch Corrugated Metal Pipe, Protected Invert	460	lin.ft.	27.30	12,558.00
Class "A" Concrete in Sewers	180	cu.yds.	70.00	12,600.00
Metal Reinforcement	11,000	lbs.	0.19	2,090.00
Extra for Pipe under Lombard St.	All	Required		15,000.00

Extra for Pipe Under Pavement	9,800	lin.ft.	$ 6.75	$ 66,150.00
Extra for Pipe Under Railroad	All	Required		15,500.00
Invert Liner	700	lin.ft.	14.00	9,800.00
Sand Cement Slurry	400	cu.yds.	28.00	11,200.00
Pressure Relief Drains	3,100	lin.ft.	3.25	10,075.00
1/4" - 0 Material in Pressure Relief Drains	360	cu.yds.	5.50	1,980.00
1/4" Black Iron Pipe	430	lin.ft.	0.80	344.00
8-inch Perforated Rigid Type Drain Pipe	27,500	lin.ft.	1.15	31,625.00
Special Backfill in Drains	5,640	cu.yds.	6.70	37,788.00
Concrete Inlets, Type P	90	only	70.00	6,300.00
Concrete Inlets, Type G-1	100	only	82.00	8,200.00
Concrete Inlets, Type CG-1	10	only	84.00	840.00
Special Inlets	1	only	500.00	500.00
Curb Inlets	10	only	110.00	1,100.00
Concrete Manholes, 6' or less deep	14	only	265.00	3,710.00
Concrete Manholes, 6 to 12' deep	90	only	290.00	26,100.00
Concrete Manholes, 12 to 18' deep	16	only	520.00	8,320.00
Concrete Manholes, over 18' deep	7	only	680.00	4,760.00
Step Manholes	11	only	2,200.00	24,200.00
Drop Manholes	2	only	950.00	1,900.00
Special Manholes	2	only	4,000.00	8,000.00
Adjustment of Manholes	2	only	35.00	70.00
Concrete Curbs	700	cu.yds.	40.00	28,000.00
Concrete Walks	2,360	sq.yds.	3.00	7,080.00
Concrete Driveways	600	sq.yds.	4.10	2,460.00
Concrete in Islands	12	cu.yds.	40.00	600.00
6-foot Chain Link Fence	42,000	lin.ft.	1.70	71,400.00
Metal Guard Rail	2,700	lin.ft.	3.90	10,530.00
Type 2 Barricade	440	lin.ft.	6.20	2,728.00
Place Type 1 Barricade	2,200	lin.ft.	3.60	7,920.00
Wood Felloe Guard	4,500	lin.ft.	1.30	5,850.00
Coarse Crushed Material in Base	18,000	tons	2.50	45,000.00
3/4" - 0 Material in Base	2,900	tons	2.60	7,540.00
Sprinkling	3,700	M-gals.	3.10	11,470.00
Preparation of Base	All	Required		7,000.00
3/4" - 0 Material in Binder Course	200	cu.yds.	6.30	1,260.00
RC-250 Asphalt	32	tons	90.00	2,880.00
Class "B" Asphaltic Concrete	7,000	tons	7.00	49,000.00
Reconstruction of Manholes	18	only	160.00	2,880.00
Detour Trestles				
N. Lombard St. Detour Trestle	All	Required		30,000.00
N. Portland Blvd. Detour Trestle	All	Required		26,000.00
N. Ainsworth St. Detour Trestle	All	Required		24,000.00
N. Killingsworth St. Detour Trestle	All	Required		26,000.00
N. Alberta St. Detour Trestle	All	Required		20,000.00
Retaining Walls				
Shoring, Cribbing, etc.	All	Required (97%)		26,190.00
Structural Excavation	25,500	cu.yds.	1.00	25,500.00
Structural Excavation below Elevations Shown	400	cu.yds.	5.00	2,000.00

Class "A" Concrete	4,000 cu.yds.	$ 48.00	$ 192,000.00
Metal Reinforcement	546,000 lbs.	0.13	70,980.00
Metal Parapet Railing	730 lin.ft.	7.50	5,475.00
			$2,904,272.80

Flagging (57½% of Contractor's Cost)5	All Required	$ 35,000.00
Signing (Temporary)	All Required	1,500.00
Tack Coat	All Required	200.00
		$ 36,700.00

Utilities:

Work by City of Portland	All Required	$ 178,906.00
Work by Portland General Electric Co.	All Required	7,763.70
		$ 186,669.70
	Subtotal	$3,127,642.50
	10% Engr. & Cont.	312,763.50
	Total	$3,440,406.00

Type Code X721
N. Killingsworth U'xing (Br. #9002)(Sta. 249+24.61)(Contract No. 6156)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	2,800 cu.yds.	$ 1.30	3,640.00
Structural Excavation Below Elevation Shown	200 cu.yds.	5.00	1,000.00
Class "A" Concrete (1,412 cu.yds.)	All Required		90,000.00
Metal Reinforcement (334,000 lbs.)	All Required		43,000.00
Metal Parapet Railing	336 lin.ft.	7.50	2,520.00
			$ 150,160.00

Type Code X721
N. Going Street U'xing (Br. # 011)(Sta. 273+29.41)(Contract No. 6156)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	420 cu.yds.	$ 2.50	1,050.00
Structural Excavation Below Elevations Shown	40 cu.yds.	5.00	200.00
Furnish Treated Timber Piling	900 lin.ft.	1.50	1,350.00
Drive Timber Piles	18 only	50.00	900.00
Class "A" Concrete (1,008) cu.yds.	All Required		65,000.00
Metal Reinforcement (279,000 lbs.)	All Required		36,000.00
Metal Parapet Railing	500 lin.ft.	6.00	3,000.00
Preparation of Slopes	500 sq.yds.	2.00	1,000.00
Concrete Slab Riprap	500 sq.yds.	7.00	3,500.00
1-1/4 Inch Electrical Conduit	350 lin.ft.	1.50	525.00
Temporary Barricade	All Required		1,000.00
			$ 115,525.00

Subtotal	$	265,685.00
10% Engr. & Cont.		26,568.00
Total	$	292,253.00

Length of Roadway- - - - - - - - - 3.364 miles
Length of 2 Structures - - - - - 0.000 mile
Length of 12 Structures - - - - 0.355 mile (Exceptions)
Total Length - - - - - - - - - - - - 3.719 miles
Cost of Roadway per Mile - - - - $1,022,712.81

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,440,406.00	$3,165,000.00	$275,406.00
Structures	292,253.00	268,000.00	24,253.00
	$3,732,659.00	$3,433,000.00	$299,659.00

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939.

State Funds for Maint.: Chap. 529, laws, 1939.

MINNESOTA FREEWAY SECTION

Project No. I-5-6(36)304

Estimated cost of work by the City of Portland.

Fire Alarm System

Material	$ 100.00
Labor	375.00
	$ 475.00

Water Line Relocation

Materials (36%)		$ 71,376.58
Labor (43%)		85,255.35
Equipment (6%)		11,896.10
Overhead (5%)		9,903.50
		$178,431.53
	Total	$178,906.53
	Use	$178,906.00

Estimated cost of work by the Portland General Electric Company.

Job #31346. Sec. #A11-4

Labor	$ 465.00	
Material	192.90	
Overhead	131.60	
Salvage Credit	- 164.55	Credit
	$ 624.95	

Job. #31347. Sec. #2129

Labor	$ 595.00	
Materials	541.90	
Overhead	205.40	
Salvage Credit	- 119.30	Credit
	$1,223.00	

Section #2429

Labor	$ 825.00	
Material	30.62	
Overhead	171.12	
Salvage Credit	- 179.20	Credit
	$ 847.54	

Subtotal	$2,695.49

Transmission Line (N. Schmeer Road)

Cost of Relocation	$13,817.40	
Appraised Value of Easement	2,616.50	
	$16,433.90	
State Obligation 30.84%		$5,068.21
Total		$7,763.70

RECEIVED
OCT 1 1962
FOR FILING

6156 — 9-5-62

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 10-10	FOR R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE **Oregon**
PROJECT REPORT NO. [illegible]	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 9-25-62	COUNTY **Multnomah**
		PROJECT NO. **I-5-6(36)304**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Shaver St. to N. Portland Harbor

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-16-62	3.364
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,724,119.00	$ 3,425,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By
ASST **State Highway Engineer**
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
By: L. R. Backlund
Administrative Manager
Date executed by Division Engineer September 25, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal Aid
Project I-5-6(36)304

MINNESOTA FREEWAY SECTION OF THE
PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 5, 1962

Type Code 0010
Roadway (Sta. Ln 89+65 to Sta. L 286+00)(Contract 6156)

Clearing and Grubbing	All	Required (99%)		$ 59,400.00
Removal of Misc. Concrete and Masonry	All	Required		68,000.00
Drainage Excavation, Unclassified	48,000	cu.yds.	$ 2.30	110,400.00
Embankment Foundation Excavation, Unclassified	3,900	cu.yds.	0.60	2,340.00
General Excavation, Unclassified	1,727,000	cu.yd.	0.38	656,260.00
Extra for Selected Subgrade Material	204,500	cu.yd.	0.10	20,450.00
Extra for Sand Blanket Material	12,500	cu.yd.	0.10	1,250.00
Extra for Gravel Blanket Material	48,000	cu.yd.	0.10	4,800.00
Extra for Topsoil Material	30,500	cu.yd.	0.75	22,875.00
Short Overhaul	9,616,000	yd.sta.	0.005	48,080.00
Long Overhaul	1,382,000	C-yd.sta.	0.40	552,800.00
Pneumatic-Tired Roller	55	hours	35.00	1,925.00
Finishing Roadbed and Slopes	All	Required (99%)		24,750.00
Mulching	36	acres	550.00	19,800.00
Loose Riprap	44	cu.yd.	4.20	184.80
6-inch Sewer Pipe	180	lin.ft.	2.60	468.00
8-inch Sewer Pipe	8,830	lin.ft.	2.50	22,075.00
10-inch Sewer Pipe	2,040	lin.ft.	3.00	6,120.00
12-inch Sewer Pipe	4,060	lin.ft.	3.15	12,789.00
15-inch Sewer Pipe	5,000	lin.ft.	4.75	23,750.00
18-inch Sewer Pipe	3,980	lin.ft.	5.40	21,492.00
21-inch Sewer Pipe	1,220	lin.ft.	4.80	5,856.00
24-inch Sewer Pipe	560	lin.ft.	8.00	4,480.00
24-inch Reinforced Sewer Pipe	1,860	lin.ft.	7.10	13,206.00
27-inch Reinforced Sewer Pipe	2,780	lin.ft.	8.70	24,186.00
30-inch Reinforced Sewer Pipe	2,900	lin.ft.	9.80	28,420.00
36-inch Reinforced Sewer Pipe	2,200	lin.ft.	13.20	29,040.00
42-inch Reinforced Sewer Pipe	4,660	lin.ft.	18.00	83,880.00
12-inch Corrugated Metal Pipe	90	lin.ft.	3.10	279.00
30-inch Corrugated Metal Pipe, Protected Invert	220	lin.ft.	11.20	2,464.00
54-inch Corrugated Metal Pipe, Protected Invert	460	lin.ft.	27.30	12,558.00
Class "A" Concrete in Sewers	180	cu.yd.	70.00	12,600.00

Metal Reinforcement	11,000	lbs.	$ 0.19	$ 2,090.00
Extra for Pipe Under Lombard St.	All	Required		15,000.00
Extra for Pipe Under Pavement	9,800	lin.ft.	6.75	66,150.00
Extra for Pipe Under Railroad	All	Required		15,500.00
Invert Liner	700	lin.ft.	14.00	9,800.00
Sand Cement Slurry	400	cu.yd.	28.00	11,200.00
Pressure Relief Drains	3,100	lin.ft.	3.25	10,075.00
1/4"-0 Material in Pressure Relief Drains	360	cu.yd.	5.50	1,980.00
1/4" Black Iron Pipe	430	lin.ft.	0.80	344.00
8-inch Perforated Rigid Type Drain Pipe	27,500	lin.ft.	1.15	31,625.00
Special Backfill in Drains	5,640	cu.yd.	6.70	37,788.00
Concrete Inlets, Type P	90	only	70.00	6,300.00
Concrete Inlets, Type G-1	100	only	82.00	8,200.00
Concrete Inlets, Type CG-1	10	only	84.00	840.00
Special Inlets	1	only	500.00	500.00
Curb Inlets	10	only	110.00	1,100.00
Concrete Manholes, 6' or Less Deep	14	only	265.00	3,710.00
Concrete Manholes, 6' to 12' Deep	90	only	290.00	26,100.00
Concrete Manholes, 12' to 18' Deep	16	only	520.00	8,320.00
Concrete Manholes, Over 18' Deep	7	only	680.00	4,760.00
Step Manholes	11	only	2,200.00	24,200.00
Drop Manholes	2	only	950.00	1,900.00
Special Manholes	2	only	4,000.00	8,000.00
Adjustment of Manholes	2	only	35.00	70.00
Concrete Curbs	700	cu.yd.	40.00	28,000.00
Concrete Walks	2,360	sq.yd.	3.00	7,080.00
Concrete Driveways	600	sq.yd.	4.10	2,460.00
Concrete in Islands	12	cu.yd.	50.00	600.00
6-foot Chain Link Fence	42,000	lin.ft.	1.70	71,400.00
Metal Guard Rail	2,700	lin.ft.	3.90	10,530.00
Type 2 Barricade	440	lin.ft.	6.20	2,728.00
Place Type 1 Barricade	2,200	lin.ft.	3.60	7,920.00
Wood Felloe Guard	4,500	lin.ft.	1.30	5,850.00
Coarse Crushed Material in Base	18,000	tons	2.50	45,000.00
3/4" - 0 Material in Base	2,900	tons	2.60	7,540.00
Sprinkling	3,700	M-gal.	3.10	11,470.00
Preparation of Base	All	Required		7,000.00
3/4"-0 Material in Binder Course	200	cu.yd.	6.30	1,260.00
RC-250 Asphalt	32	tons	90.00	2,880.00
Class "B" Asphaltic Concrete	7,000	tons	7.00	49,000.00
Reconstruction of Manholes	18	only	160.00	2,880.00
Detour Trestles				
N. Lombard St. Detour Trestle	All	Required		30,000.00
N. Portland Blvd. Detour Trestle	All	Required		26,000.00
N. Ainsworth St. Detour Trestle	All	Required		24,000.00
N. Killingsworth St. Detour Trestle	All	Required		26,000.00
N. Alberta St. Detour Trestle	All	Required		20,000.00

Retaining Walls

Shoring, Cribbing, Etc.	All Required (97%)		$ 26,190.00
Structural Excavation	25,500 cu.yd.	$ 1.00	25,500.00
Structural Excavation, Below Elevation Shown	400 cu.yd.	5.00	2,000.00
Class "A" Concrete	4,000 cu.yd.	48.00	192,000.00
Metal Reinforcement	546,000 lbs.	0.13	70,980.00
Metal Parapet Railing	730 lin.ft.	7.50	5,475.00
			$2,904,272.80

Flagging (57½% of Contractor's Cost)	All Required	$ 35,000.00
Signing (Temporary)	All Required	1,500.00
Tack Coat	All Required	200.00
		$ 36,700.00

Utilities

Work by City of Portland	All Required	$ 178,906.00
	Subtotal	$3,119,878.80
	10% Engr. & Cont.	311,987.20
	Total	$3,431,866.00

Type Code X721
N. Killingsworth U'xing (Br. #9002)(Sta. 249+24.61)(Contract 6156)

Shoring, Cribbing, Etc.	All Required		$ 10,000.00
Structural Excavation	2,800 cu.yd.	$ 1.30	3,640.00
Structural Excavation Below Elevation Shown	200 cu.yd.	5.00	1,000.00
Class "A" Concrete (1,412 cu.yds.)	All Required		90,000.00
Metal Reinforcement (334,000 lbs.)	All Required		43,000.00
Metal Parapet Railing	336 lin.ft.	7.50	2,520.00
			$ 150,160.00

Type Code X721
N. Going Str. U'xing (Br. #9011)(Sta. 273+29.41)(Contract 6156)

Shoring, Cribbing, Etc.	All Required		$ 2,000.00
Structural Excavation	420 cu.yd.	$ 2.50	1,050.00
Structural Excavation Below Elevation Shown	40 cu.yd.	5.00	200.00
Furnish Treated Timber Piling	900 lin.ft.	1.50	1,350.00
Drive Timber Piles	18 only	50.00	900.00
Class "A" Concrete (1,008 cu.yds.)	All Required		65,000.00
Metal Reinforcement (279,000 lbs.)	All Required		36,000.00
Metal Parapet Railing	500 lin.ft.	6.00	3,000.00

Preparation of Slopes	500 sq.yd.	$ 2.00	$ 1,000.00
Concrete Slab Riprap	500 sq.yd.	7.00	3,500.00
1½-inch Electrical Conduit	350 lin.ft.	1.50	525.00
Temporary Barricade	All Required		1,000.00
			$ 115,525.00
	Subtotal		$ 265,685.00
	10% Engr. & Cont.		26,568.00
	Total		$ 292,253.00

Length of Roadway - - - - - - - - - 3.364 Miles
Length of 2 Structures - - - - - 0.000 Mile
Length of 12 Structures - - - - - 0.355 Mile (Exceptions)
Total Length - - - - - - - - - - - 3.719 Miles
Cost of Roadway Per Mile - - - - $1,020,174.19

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,431,866.00	$3,157,000.00	$274,866.00
Structures	292,253.00	268,000.00	24,253.00
	$3,724,119.00	$3,425,000.00	$299,119.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds For Maint.: Chap. 529, Laws 1939.

Work Retained in PS & E Status

Description	Total Cost	Federal Funds
Work by Portland General Electric Co.	$36,300.00	$33,300.00
Work by Pacific NW Bell Telephone Co.	1,100.00	1,000.00
Work by Western Union (UPRR Co.)	220.00	200.00
	$37,620.00	$34,500.00

MINNESOTA FREEWAY SECTION

PROJECT NO. I-5-6(36)304

Estimated cost of work by the City of Portland

Fire Alarm System

Material	$ 100.00
Labor	375.00
	$ 475.00

Water Line Relocation

Material (36%)		$ 71,376.58
Labor (43%)		85,255.35
Equipment (6%)		11,896.10
Overhead (5%)		9,903.50
		$178,431.53
	Total	$178,906.53
	Use	$178,906.00

Oregon State Highway Department

Federal Aid
Project I-5-6(36)304

MINNESOTA FREEWAY SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 23,1962

Type Code 0010
Roadway (Sta. L^N 89+65 to Sta. L 286+00)

Clearing and Grubbing	All	Required (99%)		$ 74,250.00
Removal of Misc. Concrete and Masonry	All	Required		$ 60,000.00
Drainage Excavation, Unclassified	48,000	cu.yd.	2.75	132,000.00
Embankment Foundation Excavation, Unclassified	3,900	cu.yd.	0.75	2,925.00
General Excavation, Unclassified	1,727,000	cu.yd.	0.50	863,500.00
Extra for Selected Subgrade Material	204,500	cu.yd.	0.15	30,675.00
Extra for Sand Blanket Material	12,500	cu.yd.	0.50	6,250.00
Extra for Gravel Blanket Material	48,000	cu.yd.	0.50	24,000.00
Extra for Topsoil Material	30,500	cu.yd.	0.75	22,875.00
Short Overhaul	9,616,000	yd.sta.	0.01	96,160.00
Long Overhaul	1,382,000	C.yd.sta.	0.35	483,700.00
Pneumatic-tired Roller	55	hours	17.50	962.50
Finishing Roadbed and Slopes	All	Required (99%)		14,850.00
Mulching	36	acres	715.00	25,740.00
Loose Riprap	44	cu.yd.	6.00	264.00
6-Inch Sewer Pipe	180	lin.ft.	1.50	270.00
8-Inch Sewer Pipe	8,830	lin.ft.	2.50	22,075.00
10-Inch Sewer Pipe	2,040	lin.ft.	3.00	6,120.00
12-Inch Sewer Pipe	4,060	lin.ft.	3.50	14,210.00
15-Inch Sewer Pipe	5,000	lin.ft.	4.00	20,000.00
18-Inch Sewer Pipe	3,980	lin.ft.	5.00	19,900.00
21-Inch Sewer Pipe	1,220	lin.ft.	5.50	6,710.00
24-Inch Sewer Pipe	560	lin.ft.	7.00	3,920.00
24-Inch Reinforced Sewer Pipe	1,860	lin.ft.	8.00	14,880.00
27-Inch Reinforced Sewer Pipe	2,780	lin.ft.	10.00	27,800.00
30-Inch Reinforced Sewer Pipe	2,900	lin.ft.	11.50	33,350.00
36-Inch Reinforced Sewer Pipe	2,200	lin.ft.	15.00	33,000.00
42-Inch Reinforced Sewer Pipe	4,660	lin.ft.	19.00	88,540.00
12-Inch Corrugated Metal Pipe	90	lin.ft.	4.50	405.00
30-Inch Corrugated Metal Pipe, Protected Invert	220	lin.ft.	14.00	3,080.00
54-Inch Corrugated Metal Pipe, Protected Invert	460	lin.ft.	37.50	17,250.00
Class "A" Concrete in Sewers	180	cu.yd.	100.00	18,000.00
Metal Reinforcement	11,000	lbs.	0.18	1,980.00
Extra for Pipe Under Lombard St.	All	Required		12,500.00

Extra for Pipe Under Pavement	9,800	lin.ft.	5.50	$	53,900.00
Extra for Pipe Under Railroad	All	Required			15,000.00
Invert Liner	700	lin.ft.	3.00		2,100.00
Sand Cement Slurry	400	cu.yd.	50.00		20,000.00
Pressure Relief Drains	3,100	lin.ft.	2.00		6,200.00
1/4"-0 Material in Pressure Relief Drains	360	cu.yd.	7.50		2,700.00
1/4" Black Iron Pipe	430	lin.ft.	0.50		215.00
8-Inch Perforated Rigid Type Drain Pipe	27,500	lin.ft.	2.00		55,000.00
Special Backfill in Drains	5,640	cu.yd.	6.00		33,840.00
Concrete Inlets, Type P	90	only	100.00		9,000.00
Concrete Inlets, Type G-1	100	only	95.00		9,500.00
Concrete Inlets, Type CG-1	10	only	125.00		1,250.00
Special Inlets	1	only	125.00		125.00
Curb Inlets	10	only	75.00		750.00
Concrete Manholes, 6' or less deep	14	only	250.00		3,500.00
Concrete Manholes, 6 to 12' deep	90	only	350.00		31,500.00
Concrete Manholes, 12 to 18' deep	16	only	600.00		9,600.00
Concrete Manholes, Over 18' deep	7	only	1,500.00		10,500.00
Step Manholes	11	only	1,750.00		19,250.00
Drop Manholes	2	only	1,000.00		2,000.00
Special Manholes	2	only	2,500.00		5,000.00
Adjustment of Manholes	2	only	100.00		200.00
Concrete Curbs	700	cu.yd.	40.00		28,000.00
Concrete Walks	2,360	sq.yd.	4.50		10,620.00
Concrete Driveways	600	sq.yd.	5.50		3,300.00
Concrete in Islands	12	cu.yd.	45.00		540.00
6-Foot Chain Link Fence	42,000	lin.ft.	2.25		94,500.00
Metal Guard Rail	2,700	lin.ft.	2.50		6,750.00
Type 2 Barricade	440	lin.ft.	4.50		1,980.00
Place Type 1 Barricade	2,200	lin.ft.	1.50		3,300.00
Wood Felloe Guard	4,500	lin.ft.	1.50		6,750.00
Coarse Crushed Material in Base	18,000	tons	2.50		45,000.00
3/4" - 0 Material in Base	2,900	tons	3.00		8,700.00
Sprinkling	3,700	M-Gal.	3.00		11,100.00
Preparation of Base	All	Required			2,500.00
3/4" - 0 Material in Binder Course	200	cu.yd.	6.00		1,200.00
RC-250 Asphalt	32	tons	40.00		1,280.00
Class "B" Asphaltic Concrete	7,000	tons	6.50		45,500.00
Reconstruction of Manholes	18	only	150.00		2,700.00
Detour Trestles					
N. Lombard St.-Detour Trestle	All	Required		$	53,000.00
N. Portland Blvd. Detour Trestle	All	Required			50,000.00
N. Ainsworth St. Detour Trestle	All	Required			38,000.00
N. Killingsworth St. Detour Trestle	All	Required			36,000.00
N. Alberta St. Detour Trestle	All	Required			32,000.00

Retaining Walls

Shoring, Cribbing, etc.	All Required (97%)		$	77,600.00
Structural Excavation	25,500 cu.yd.	3.00		76,500.00
Structural Excavation Below Elevation Shown	400 cu.yd.	8.00		3,200.00
Class "A" Concrete	4,000 cu.yd.	60.00		240,000.00
Metal Reinforcement	546,000 lbs.	0.135		73,710.00
Metal Parapet Railing	730 lin.ft.	8.00		5,840.00
			$	3,432,841.50

Flagging (57½% of Contractor's Cost)	All Required	$	35,000.00
Signing (Temporary)	All Required		1,500.00
Tack Coat	All Required		200.00
		$	36,700.00

Utilities

Work by City of Portland	All Required	$	242,500.00
Work by Pacific Power & Light Co.	All Required		500.00
Work by Portland General Electric Co.	All Required		33,000.00
Work by Pacific N.W. Bell Tel. Co.	All Required		1,000.00
Work by Western Union Tel. Co.	All Required		200.00
		$	277,200.00
	Subtotal	$	3,746,741.50
	10% Engr. & Cont.		374,673.50
	Total	$	4,121,415.00

Type Code X721
N. Killingsworth U'xing (Br. #9002)(Sta. 249+24.61)

Shoring, Cribbing, etc.	All Required		$	12,000.00
Structural Excavation	2,800 cu.yd.	5.00		14,000.00
Structural Excavation Below Elevation Shown	200 cu.yd.	10.00		2,000.00
Class "A" Concrete (1412 cu.yd. at $70.00)	All Required			98,840.00
Metal Reinforcement (334,000 lbs. at $0.13)	All Required			43,420.00
Metal Parapet Railing	336 lin.ft.	8.00		2,688.00
			$	172,948.00

Type Code X721
N. Going Str. U'xing (Br. #9011)(Sta. 273+29.41)

Shoring, Cribbing, etc.	All Required		$	2,000.00
Structural Excavation	420 cu.yd.	5.00		2,100.00
Structural Excavation Below Elevation Shown	40 cu.yd.	10.00		400.00
Furnish Treated Timber Piling	900 lin.ft.	1.50		1,350.00
Drive Timber Piles	18 only	55.00		990.00

Class "A" Concrete (1,008 cu.yd. at $70.00)	All Required		$ 70,560.00
Metal Reinforcement (279,000 lbs. at $0.13)	All Required		36,270.00
Metal Parapet Railing	500 lin.ft.	7.00	3,500.00
Preparation of Slopes	500 sq.yd.	2.00	1,000.00
Concrete Slab Riprap	500 sq.yd.	6.00	3,000.00
1¼ Inch Electrical Conduit	350 lin.ft.	1.50	525.00
Temporary Barricade	All Required		2,500.00
			$ 124,195.00
	Subtotal		$ 297,143.00
	10% Engr. & Cont.		29,714.00
	Total		$ 326,857.00

Length of Roadway - - - - - - - - - - - - - - -3.364 miles
Length of 2 Structures- - - - - - - - - - - -0.000 miles
Length of 12 Structures - - - - - - - - - - -0.355 miles (Exceptions)
Total Length- - - - - - - - - - - - - - - - - -3.719 miles
Cost of Roadway per Mile- - - - - - - - - - -$1,225,153.09

SUMMARY OF FUNDS

	Total Cost	Federal Funds	State Funds
Roadway	$ 4,121,415.00	$ 3,790,000.00	$ 331,415.00
Structures	326,857.00	300,000.00	26,857.00
	$ 4,448,272.00	$ 4,090,000.00	$ 358,272.00

Federal-Aid
Oregon State Highway Department Project I-5-6(36)304

MINNESOTA FREEWAY SECTION OF THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 16, 1962

Type Code 0010
Roadway (Sta. L" 89+65 to Sta. L 286+00)

Clearing and Grubbing	All	Required (99%)		$ 74,250.00
Removal of Misc. Concrete and Masonry	All	Required		60,000.00
Drainage Excavation, Unclass.	48,000	cu.yd.	$2.75	132,000.00
Embankment Foundation Excav., Unclassified	3,900	cu.yd.	0.75	2,925.00
General Excavation, Unclass.	1,727,000	cu.yd.	0.50	863,500.00
Extra for Selected Subgrade Material	204,500	cu.yd.	0.15	30,675.00
Extra for Sand Blanket Material	12,500	cu.yd.	0.50	6,250.00
Extra for Gravel Blanket Mat'l	48,000	cu.yd.	0.50	24,000.00
Extra for Topsoil Material	30,500	cu.yd.	0.75	22,875.00
Short Overhaul	9,616,000	yd.sta.	0.01	96,160.00
Long Overhaul	1,382,000	C-yd.sta.	0.35	483,700.00
Pneumatic-tired Roller	55	hour	17.50	962.50
Finishing Roadbed and Slopes	All	Required (99%)		14,850.00
Mulching	36	acre	715.00	25,740.00
Loose Riprap	44	cu.yd.	6.00	264.00
6-inch Sewer Pipe	180	lin.ft.	1.50	270.00
8-inch Sewer Pipe	8,830	lin.ft.	2.50	22,075.00
10-inch Sewer Pipe	2,040	lin.ft.	3.00	6,120.00
12-inch Sewer Pipe	4,060	lin.ft.	3.50	14,210.00
15-inch Sewer Pipe	5,000	lin.ft.	4.00	20,000.00
18-inch Sewer Pipe	3,980	lin.ft.	5.00	19,900.00
21-inch Sewer Pipe	1,220	lin.ft.	5.50	6,710.00
24-inch Sewer Pipe	560	lin.ft.	7.00	3,920.00
24-inch Reinforced Sewer Pipe	1,860	lin.ft.	8.00	14,880.00
27-inch Reinforced Sewer Pipe	2,780	lin.ft.	10.00	27,800.00
30-inch Reinforced Sewer Pipe	2,900	lin.ft.	11.50	33,350.00
36-inch Reinforced Sewer Pipe	2,200	lin.ft.	15.00	33,000.00
42-inch Reinforced Sewer Pipe	4,660	lin.ft.	19.00	88,540.00
12-inch Corrugated Metal Pipe	90	lin.ft.	4.50	405.00
30-inch Corrugated Metal Pipe, Protected Invert	220	lin.ft.	14.00	3,080.00
54-inch Corrugated Metal Pipe, Protected Invert	460	lin.ft.	37.50	17,250.00
Class "A" Concrete in Sewers	180	cu.yd.	100.00	18,000.00
Metal Reinforcement	11,000	lb.	0.18	1,980.00
Extra for Pipe under Lombard St.	All	Required		12,500.00
Extra for Pipe under Pavement	9,800	lin.ft.	5.50	53,900.00
Extra for Pipe under Railroad	All	Required		15,000.00

Invert Liner	700 lin.ft.	$3.00	$ 2,100.00
Sand Cement Slurry	400 cu.yd.	50.00	20,000.00
Pressure Relief Drains	3,100 lin.ft.	2.00	6,200.00
1/4" - 0 Material in Pressure Relief Drains	360 cu.yd.	7.50	2,700.00
1/4" Black Iron Pipe	430 lin.ft.	0.50	215.00
8-inch Perforated Rigid-Type Drain Pipe	27,500 lin.ft.	2.00	55,000.00
Special Backfill in Drains	5,640 cu.yd.	6.00	33,840.00
Concrete Inlets, Type P	90 only	100.00	9,000.00
Concrete Inlets, Type G-1	100 only	95.00	9,500.00
Concrete Inlets, Type CG-1	10 only	125.00	1,250.00
Special Inlets	1 only	125.00	125.00
Curb Inlets	10 only	75.00	750.00
Concrete Manholes, 6' or less deep	14 only	250.00	3,500.00
Concrete Manholes, 6' to 12' deep	90 only	350.00	31,500.00
Concrete Manholes, 12' to 18' deep	16 only	600.00	9,600.00
Concrete Manholes, over 18' deep	7 only	1500.00	10,500.00
Step Manholes	11 only	1750.00	19,250.00
Drop Manholes	2 only	1000.00	2,000.00
Special Manholes	2 only	2500.00	5,000.00
Adjustment of Manholes	20 only	100.00	2,000.00
Concrete Curbs	700 cu.yd.	40.00	28,000.00
Concrete Walks	2,360 sq.yd.	4.50	10,620.00
Concrete Driveways	600 sq.yd.	5.50	3,300.00
Concrete in Islands	12 cu.yd.	45.00	540.00
6-foot Chain-Link Fence	42,000 lin.ft.	2.25	94,500.00
Metal Guard Rail	2,700 lin.ft.	2.50	6,750.00
Type 2 Barricade	440 lin.ft.	4.50	1,980.00
Place Type 1 Barricade	2,200 lin.ft.	1.50	3,300.00
Wood Felloe Guard	4,500 lin.ft.	1.50	6,750.00
Coarse Crushed Material in Base	18,000 ton	2.50	45,000.00
3/4" - 0 Material in Base	2,900 ton	3.00	8,700.00
Sprinkling	3,700 M-gal.	3.00	11,100.00
Preparation of Base	All Required		2,500.00
3/4" - 0 Material in Binder Course	200 cu.yd.	6.00	1,200.00
RC-250 Asphalt	32 ton	40.00	1,280.00
Class "B" Asphaltic Concrete	7,000 ton	6.50	45,500.00
Detour Trestles			
N. Lombard St. Detour Trestle	All Required		53,000.00
N. Portland Blvd. Detour Trestle	All Required		50,000.00
N. Ainsworth St. Detour Trestle	All Required		38,000.00
N. Killingsworth St. Detour Trestle	All Required		36,000.00
N. Alberta St. Detour Trestle	All Required		32,000.00
Retaining Walls			
Shoring, Cribbing, etc.	All Required	(97%)	77,600.00
Structural Excavation	25,500 cu.yd.	3.00	76,500.00
Structural Excavation below Elevation Shown	400 cu.yd.	8.00	3,200.00

Class "A" Concrete	4,000 cu.yd.	$60.00	$ 240,000.00
Metal Reinforcement	546,000 lb.	0.135	73,710.00
Metal Parapet Railing	730 lin.ft.	8.00	5,840.00
			$3,431,941.50

Flagging (57½% of Contractor's Cost)	All Required	$ 35,000.00
Signing (Temporary)	All Required	1,500.00
Tack Coat	All Required	200.00
		$ 36,700.00

Utilities

Work by City of Portland	All Required	$ 242,500.00
Work by Pacific Power & Light Co.	All Required	500.00
Work by Portland General Electric Co.	All Required	33,000.00
Work by Pacific N.W. Bell Tel. Co.	All Required	1,000.00
Work by Western Union Tel. Co.	All Required	200.00
		$ 277,200.00
	Subtotal	$3,745,841.50
	10% Engr. & Cont.	374,583.50
	Total	$4,120,425.00

Type Code X721
N. Killingsworth U'xing (Br. #9002)(Sta. 249+24.61)

Shoring, Cribbing, etc.	All Required		$ 12,000.00
Structural Excavation	2,800 cu.yd.	$5.00	14,000.00
Structural Excavation below Elevation Shown	200 cu.yd.	10.00	2,000.00
Class "A" Concrete (1,412 cu.yd. at $70.00)	All Required		98,840.00
Metal Reinforcement (334,000 lb. at $0.13)	All Required		43,420.00
Metal Parapet Railing	336 lin.ft.	8.00	2,688.00
			$ 172,948.00

Type Code X721
N. Going St. U'xing (Br. #9011)(Sta. 273+29.41)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	420 cu.yd.	$5.00	2,100.00
Structural Excavation below Elevation Shown	40 cu.yd.	10.00	400.00
Furnish Treated Timber Piling	900 lin.ft.	1.50	1,350.00
Drive Timber Piles	18 only	55.00	990.00
Class "A" Concrete (1,008 cu.yd. At $70.00)	All Required		70,560.00

Metal Reinforcement (279,000 lb. at $0.13)	All Required		$ 36,270.00
Metal Parapet Railing	500 lin.ft.	$ 7.00	3,500.00
Preparation of Slopes	500 sq.yd.	2.00	1,000.00
Concrete Slab Riprap	500 sq.yd.	6.00	3,000.00
1-1/4 inch Electrical Conduit	350 lin.ft.	1.50	525.00
Temporary Barricade	All Required		2,500.00
			$124,195.00
	Subtotal		$297,143.00
	10% Engr. & Cont.		29,714.00
	Total		$326,857.00

Length of Roadway - - - - - - 3.364 Miles
Length of 2 Structures- - - - 0.000 Mile
Length of 12 Structures - - - 0.355 Mile (Exceptions)
Total Length- - - - - - - - - 3.719 Miles
Cost of Roadway Per Mile- - - $1,224,858.79

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,120,425.00	$3,790,000.00	$330,425.00
Structures	326,857.00	300,000.00	26,857.00
	$4,447,282.00	$4,090,000.00	$357,282.00

Federal-Aid
Project I-5-6(36)304

Oregon State Highway Department

MINNESOTA FREEWAY SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 13, 1962

Type Code 0010
Roadway (Sta. YP 89+65 to Sta. L 286+00)

Clearing and Grubbing	All	Required (99%)		$ 74,250.00
Removal of Misc. Concrete and Masonry	All	Required		60,000.00
Drainage Excavation, Unclass.	48,000	cu.yd.	$2.75	132,000.00
Embankment Foundation Excav., Unclassified	3,900	cu.yd.	0.75	2,925.00
General Excavation, Unclass.	1,727,000	cu.yd.	0.50	863,500.00
Extra for Selected Subgrade Material	204,500	cu.yd.	0.15	30,675.00
Extra for Sand Blanket Material	12,500	cu.yd.	0.50	6,250.00
Extra for Gravel Blanket Material	38,400	cu.yd.	0.50	19,200.00
Extra for Topsoil Material	30,500	cu.yd.	0.75	22,875.00
Short Overhaul	9,616,000	yd.sta.	0.01	96,160.00
Long Overhaul	1,382,000	C-yd.sta.	0.35	483,700.00
Pneumatic-tired Roller	55	hour	17.50	962.50
Finishing Roadbed and Slopes	All	Required (99%)		14,850.00
Mulching	36	acre	715.00	25,740.00
Loose Riprap	44	cu.yd.	6.00	264.00
6-inch Sewer Pipe	180	lin.ft.	1.50	270.00
8-inch Sewer Pipe	8,830	lin.ft.	2.50	22,075.00
10-inch Sewer Pipe	2,040	lin.ft.	3.00	6,120.00
12-inch Sewer Pipe	4,060	lin.ft.	3.50	14,210.00
15-inch Sewer Pipe	5,000	lin.ft.	4.00	20,000.00
18-inch Sewer Pipe	3,980	lin.ft.	5.00	19,900.00
21-inch Sewer Pipe	1,220	lin.ft.	5.50	6,710.00
24-inch Sewer Pipe	560	lin.ft.	7.00	3,920.00
24-inch Reinforced Sewer Pipe	1,860	lin.ft.	8.00	14,880.00
27-inch Reinforced Sewer Pipe	2,780	lin.ft.	10.00	27,800.00
30-inch Reinforced Sewer Pipe	2,900	lin.ft.	11.50	33,350.00
36-inch Reinforced Sewer Pipe	2,200	lin.ft.	15.00	33,000.00
42-inch Reinforced Sewer Pipe	4,660	lin.ft.	19.00	88,540.00
12-inch Corrugated Metal Pipe	90	lin.ft.	4.50	405.00
30-inch Corrugated Metal Pipe, Protected Invert	220	lin.ft.	14.00	3,080.00
54-inch Corrugated Metal Pipe, Protected Invert	460	lin.ft.	37.50	17,250.00
Class "A" Concrete in Sewers	180	cu.yd.	100.00	18,000.00

Metal Reinforcement	11,000 lb.	$0.18	$ 1,980.00
Extra for Pipe under Lombard St.	All Required		12,500.00
Extra for Pipe under Pavement	9,800 lin.ft.	5.50	53,900.00
Extra for Pipe under Railroad	All Required		15,000.00
Invert Liner	700 lin.ft.	3.00	2,100.00
Sand Cement Slurry	400 cu.yd.	50.00	20,000.00
Pressure Relief Drains	3,100 lin.ft.	2.00	6,200.00
1/4" - 0 Material in Pressure Relief Drains	360 cu.yd.	7.50	2,700.00
1/4" Black Iron Pipe	430 lin.ft.	0.50	215.00
8-inch Perforated Rigid-Type Drain Pipe	27,500 lin.ft.	2.00	55,000.00
Special Backfill in Drains	5,640 cu.yd.	6.00	33,840.00
Concrete Inlets, Type P	90 only	100.00	9,000.00
Concrete Inlets, Type G-1	100 only	95.00	9,500.00
Concrete Inlets, Type CG-1	10 only	125.00	1,250.00
Special Inlets	1 only	125.00	125.00
Curb Inlets	10 only	75.00	750.00
Concrete Manholes, 6' or less deep	14 only	250.00	3,500.00
Concrete Manholes, 6' to 12' deep	90 only	350.00	31,500.00
Concrete Manholes, 12' to 18' deep	16 only	600.00	9,600.00
Concrete Manholes, over 18' deep	7 only	1500.00	10,500.00
Step Manholes	11 only	1750.00	19,250.00
Drop Manholes	2 only	1000.00	2,000.00
Special Manholes	2 only	2500.00	5,000.00
Adjustment of Manholes	20 only	100.00	2,000.00
Concrete Curbs	700 cu.yd.	40.00	28,000.00
Concrete Walks	2,360 sq.yd.	4.50	10,620.00
Concrete Driveways	600 sq.yd.	5.50	3,300.00
Concrete in Islands	12 cu.yd.	45.00	540.00
6-foot Chain-Link Fence	42,000 lin.ft.	2.25	94,500.00
Metal Guard Rail	2,700 lin.ft.	2.50	6,750.00
Type 2 Barricade	440 lin.ft.	4.50	1,980.00
Place Type 1 Barricade	2,200 lin.ft.	1.50	3,300.00
Wood Felloe Guard	4,500 lin.ft.	1.50	6,750.00
Coarse Crushed Material in Base	18,000 ton	2.50	45,000.00
3/4" - 0 Material in Base	2,900 ton	3.00	8,700.00
Sprinkling	3,700 M-gal.	3.00	11,100.00
Preparation of Base	All Required		2,500.00
3/4" - 0 Material in Binder Course	200 cu.yd.	6.00	1,200.00
RC-250 Asphalt	32 ton	40.00	1,280.00
Class "B" Asphaltic Concrete	7,000 ton	6.50	45,500.00

Detour Trestles

N. Lombard St. Detour Trestle	All Required		$ 53,000.00
N. Portland Blvd. Detour Trestle	All Required		50,000.00
N. Ainsworth St. Detour Trestle	All Required		38,000.00
N. Killingsworth St. Detour Trestle	All Required		36,000.00
N. Alberta St. Detour Trestle	All Required		32,000.00

Retaining Walls

Shoring, Cribbing, etc.	All Required (97%)		77,600.00
Structural Excavation	25,500 cu.yd.	$3.00	76,500.00
Structural Excavation Below Elevation Shown	400 cu.yd.	8.00	3,200.00
Class "A" Concrete	4,000 cu.yd.	60.00	240,000.00
Metal Reinforcement	546,000 lb.	0.135	73,710.00
Metal Parapet Railing	730 lin.ft.	8.00	5,840.00
			$3,427,141.50

Flagging (57½% of Contractor's Cost)	All Required	$ 35,000.00
Signing (Temporary)	All Required	1,500.00
Tack Coat	All Required	200.00
		$ 36,700.00

Utilities

Work by City of Portland	All Required	$ 242,500.00
Work by Pacific Power & Light Co.	All Required	500.00
Work by Portland General Electric Co.	All Required	33,000.00
Work by Pacific NW Bell Tel. Co.	All Required	1,000.00
		$ 277,000.00

Subtotal	$3,740,841.50
10% Engr. & Cont.	374,083.50
Total	$4,114,925.00

Type Code X721
N. Killingsworth U'xing (Br. #9002)(Sta. 249+24.61)

Shoring, Cribbing, etc.	All Required		$ 12,000.00
Structural Excavation	2,800 cu.yd.	$5.00	14,000.00
Structural Excavation below Elevation Shown	200 cu.yd.	10.00	2,000.00
Class "A" Concrete (1,412 cu.yd. at $70.00)	All Required		98,840.00
Metal Reinforcement (334,000 lb. at $0.13)	All Required		43,420.00
Metal Parapet Railing	336 lin.ft.	8.00	2,688.00
			$ 172,948.00

Type Code X721
N. Going St. U'xing (Br. #9011)(Sta. 273+29.41)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	420 cu.yd.	$5.00	2,100.00
Structural Excavation below Elevation Shown	40 cu.yd.	10.00	400.00
Furnish Treated Timber Piling	900 lin.ft.	1.50	1,350.00
Drive Timber Piles	18 only	55.00	990.00
Class "A" Concrete (1,008 cu.yd. at $70.00)	All Required		70,560.00
Metal Reinforcement (279,000 lb. at $0.13)	All Required		36,270.00
Metal Parapet Railing	500 lin.ft.	7.00	3,500.00
Preparation of Slopes	500 sq.yd.	2.00	1,000.00
Concrete Slab Riprap	500 sq.yd.	6.00	3,000.00
1-1/4 inch Electrical Conduit	350 lin.ft.	1.50	525.00
Temporary Barricade	All Required		2,500.00
			$ 124,195.00
	Subtotal		$ 297,143.00
	10% Engr. & Cont.		29,714.00
	Total		$ 326,857.00

Length of Roadway - - - - - - - 3.364 Miles
Length of 2 Structures- - - - 0.000 Mile
Length of 12 Structures - - - 0.355 Mile (Exceptions)
Total Length- - - - - - - - - - 3.719 Miles
Cost of Roadway Per Mile- - - $1,223,223.84

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,114,925.00	$3,785,000.00	$329,925.00
Structures	326,857.00	300,000.00	26,857.00
	$4,441,782.00	$4,085,000.00	$356,782.00

RECEIVED
FEB 24 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 21, 1964

City of Portland
Bureau of Water Works
City Hall, Room 100
Portland, Oregon 97204

ATTENTION: Mr. H. K. Anderson

Re: 36-inch Water Main Installation
Minnesota Freeway Section
Pacific Highway - Multnomah County
Project No. I-5-6(36)304
Contract No. 6156

Gentlemen:

You received verbal authorization to proceed with the above installation, effective January 7, 1964, with the stipulation that the City would use "100 year life pipe" under the roadway similar to pipe specified by the City and installed at State expense near Buffalo and North Skidmore Streets.

It is noted on your preliminary plans the City specified 36-inch steel pipe with a 3/8-inch wall thickness to be protective coated in accordance with AWWA C 203-57, Sec. 1-2, Paragraph 1-2-1, 1-2-2, and it is our understanding the City maintains that this is comparable to the 24-inch steel pipe with a wall thickness of 1/2-inch specified as mentioned above.

The State and the Bureau of Public Roads will need unimpeachable evidence that a 36-inch steel pipe with 3/8-inch wall thickness protected as specified above will have the same life expectancy as a 24-inch steel pipe with 1/2-inch walls which was installed near Buffalo and Skidmore Streets. This information should preferably be from a national source such as the American Water Works Association.

It will be necessary to have this information before we can continue processing your crossing permits and we would appreciate it at your earliest convenience.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: L. P. Shaw✓
L. H. Young
F. B. Klaboe
A. E. Johnson
E. E. Johnston
James Don
Jack Hesla

RECEIVED
FEB 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 10 1964

FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

February 5, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.4EC Salem, Oregon

Oregon Project I-5-6(36)304
Minnesota Freeway Section - Pacific Highway
36-inch Water Main - Underground Crossing

Reference is made to Mr. T. W. Litchfield's letter of January 6, 1964, relating to the above subject. This letter provided a preliminary plan and profile sheet showing the proposed water main location and furnished an explanation of need for the water main. Also, the obligation of the City to assume the cost of the installation was established.

We have no objection to the installation as proposed to this point. It is our assumption that your Department plans to issue a utility crossing permit to the City covering this proposed installation. We would like to be afforded the opportunity to review this permit prior to its execution and subsequent submission to us for approval.

General points come to mind regarding this crossing that we would like to bring to your attention for possible inclusion in the crossing permit.

The AASHO policy states that "Utilities crossing underground below the roadways of Interstate highways shall be durable materials and so installed as to virtually preclude any necessity for disturbing the roadways to perform maintenance or expansion operations" (underscoring added). In this regard, we will expect that specifications for materials and construction methods to be included in this work will be at least equal to those used in the other water main underground crossings along this route. We note that the 24" steel pipe water main undercrossings at N. Skidmore and Buffalo Streets were 1/2" wall thicknesses for the portion of the line beneath the roadway. This was noted on the plan sheet as schedule extra strong, with the remaining portion of the line being schedule 20 (3/8" wall thickness). The preliminary plan sheet, drawing

original to
Barbee
cc Young

2-7-64

NOTED
LLOYD P. SHAW

No. 12-G-3A, prepared by the city relative to N. Alberta St. crossing, does not provide for extra strong pipe beneath the roadway. We feel that, based on the precedence or policy established on previous crossings, you should likewise require extra strong schedule pipe under this crossing in question.

We note that 6" of reinforced concrete casing is proposed for an 8 foot section of pipe line under retaining wall on the west side of the Freeway. This feature is consistent with good engineering practices and the city is to be commended in this respect.

Further, in your permit agreement there should be some statement of understanding to the effect that the facility being allowed will provide for future expansion of operations to the extent that disturbing the roadway will not be necessary.

RECEIVED
FEB 6 - 1964
FORM E-30X 50M 3-63 48608

FOR FILING

6146

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 3, 1964

SUBJECT: Moisture Control
Surfacing Aggregates

To: Mr. F. B. Baboe
Mr. L. R. Chandler
Mr. Dean Swift

The State is considering including a moisture control provision in the specification for surfacing aggregates and the Construction Department wants to obtain factual data on several jobs to ascertain if such a specification is desirable.

The jobs chosen for testing purposes are as follows:

Metropolitan Division	-	Minnesota Freeway Section
Division III	-	Winchester-S. Umpqua River Section
Division IV	-	The Dalles-FifteenMile Creek Section

The data desired is the moisture involved in the rock at the time of weighing for pay quantity. The percentage of moisture can be determined by use of the "Speedy Moisture Tester" on the 1/4-0 fraction, with an occasional check by oven drying of the entire sample to obtain a correlation between the total and the fraction. Frequency of the checking can vary with the moisture condition of the material and it is suggested that samples be taken on an hourly basis to begin with -- then, if a pattern develops, two a day or as any change of moisture is noted should be sufficient. A period of two weeks should provide ample data - under normal production rates.

In addition to the moisture content a common horse-sense evaluation of the side costs and troubles which might arise must be made. Past experience with the Bureau of Public Roads auditing procedures precludes the use of engineering judgment in many instances and the increase in testing may require additional personnel to the end that additional costs may be more than the saving. These and others are the type of questions needing answers which can best be obtained by actual testing and recording the results.

LLOYD P. SHAW

The projects were chosen as they are now in progress, but this does not preclude the taking of an occasional test on other sources for comparative purposes.

May we hear from you soon as to the results.

F. D. Morgan
Construction Engineer

By J F Putnam

J. F. Putnam
Assistant Construction Engineer

JFP:bjm

cc: L. P. Shaw
L. H. Young

COMMISSIONERS
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LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

FOR FILING

I-5-6(36)304

[illegible]

January 15, 1964

CONSTRUCTION DIVISION
JAN 20 1964

Oregon State Highway Department
P. O. Box 30
Salem, Oregon

Attention: Mr. A. V. Benedict

Re: Minnesota Freeway Section,
Pacific Highway, Project I-5-6(36)304

Gentlemen:

This will confirm our verbal approval of the above project given Mr. A. V. Benedict in our office on January 3, 1964. Mr. Benedict's request for approval was based on the need for time to prepare for the approval of bid advertisement at your Commission meeting on January 29, 1964.

We are vitally interested in fish safety during and after construction. An awareness by the contractor of the need for a permit from the Fish Commission to use explosives in waters of the state is essential. The contractor should also be cognizant of the potential hazard to fish life of petroleum products and industrial chemicals. Untimely heavy silt loads created on the project also could directly or indirectly result in an avoidable depletion of important fish stocks. When these or any other problems for anadromous fish arise or are anticipated by the contractor, he should immediately contact the Fish Commission so that the best possible solution for handling the fish can be worked out.

Your bringing this matter to our attention is very much appreciated.

Sincerely,

William D. Clothier

WILLIAM D. CLOTHIER, ASSISTANT
STATE FISHERIES DIRECTOR

NOTED
LLOYD P. SHAW

c. Morelock
Roake
Young
Hall
Shaw
A. W. Parsons

RECEIVED
JAN 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

☐ ☐ ☐ ☐

OSHD Copy

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

I-5-6(36)

6156

November 13, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Drainage Work on Lombard Street
Minnesota Freeway Section
Projects I-5-6(36)304 and I-5-6(49)306

6156 6345

Dear Sir:

On the plans for the Minnesota Freeway grading project, I-5-6(36)304, we include the installation of a catch basin and 8-inch drain pipe across Lombard Street near Station 13+50 which is easterly of the Lombard Street structure. Due to conflict with the detour, it is not feasible to construct the facility under the grading contract. It is possible to do this work under the structure contract after the traffic is taken off the detour route.

Since both projects have bid items to cover all the necessary work, it would not be necessary to negotiate a price for a new work item on the structure contract. Due to a difference of bid prices, a change from one job to the other would increase the total cost by $20.60 based on plan amounts, but this could either decrease or increase according to the actual quantities required. At any rate, the change in cost would be very minor.

We propose to delete this work from project I-5-6(36)304 and add same to project I-5-6(49)306, both at bid prices for the respective contracts. Your concurrence in this transfer is requested.

NOV 18 1963
APPROVED DATE ____________
A. W. Parsons, Division Engineer
Oregon Div., Bureau of Public Roads
By G R Brooks Title ____________
G. R. Brooks

Very truly yours,

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

Act	Info		Init
		Div Eng	
		Eng Coord	
	✓	Dist Eng - A	
✓	✓	Area A Eng	S
		Dist Eng - B	
		Area B Eng	
		Planning	
		Rt of Way	
		Bridge Eng	
		Admin	
		Maint	
		File	

RECEIVED
NOV 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 14 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

To:

SUBJECT:

November 7, 1963

File No. 32514 - KING
Broadcasting Co.
N. Portland Harbor-Russell St.
Pacific Highway
Multnomah County

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

This will acknowledge receipt of your letter dated October 18, 1963, requesting documentation on the KING transmission tower radial system encroachment on our highway North of Portland.

In answer to your point number one, Mr. McCann, of the Federal Communications System, in discussing this matter with our Utility Engineer advised that the portion of the radial system which encroaches on our right of way could be severed at the right of way line, and the broadcasting system would be rebalanced to take into account this missing portion for $3,000.

In point number two you asked about the legal right of occupancy of the encroaching radial wires. Under the terms of our settlement the grantor was permitted to lay ground radials on our right of way provided his construction was completed by December 31, 1962, and the grantor forever waived any right of maintenance, repairs, or replacement of wires which are within the right of way. The obligation on our part is that we will not disconnect, remove, or physically disturb the radials. In the event that we were to need the right of way at some future date which would require the removal of the wires, then we would need to renegotiate the matter. From point one above, the total cost would not exceed $3,000.

In your point number three, the radial system is laid out on a 600 foot radius circle centered at the tower with a wire lying every three degrees of the circle. The wires are #10 or #12 copper wire installed 18 inches below

NOTED
LLOYD P. SHAW

the surface of the ground.

If you have further questions on this matter, please advise.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

DHM:gc

cc - Lloyd Shaw ✓
L. H. Young
L. I. Lindas
C. H. Maison

RECEIVED
NOV 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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FORM E-123X 50M 3-63
NOV 1 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 29, 1963

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. B. Robertson

Re: Relocation of Facilities
Minnesota Freeway Section
Pacific Highway - Multnomah County
Project No. I-5-6(36)304
Contract No. 6156

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project as submitted on August 31, 1962, have been approved by the State and the Bureau of Public Roads. This confirms prior verbal authorization which was given to you to proceed with this work as of August 31, 1962.

Reimbursement for work performed subsequent to August 31, 1962, will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement.

Your estimate and sketch map for the adjustment of your transmission line located in the vicinity of Schmeer Road, which was submitted by you, have also been approved by the State and the Bureau of Public Roads.

This confirms prior verbal authorization which was given to you to proceed with this work as of May 21, 1963.

Reimbursement for work performed on this section subsequent to May 21, 1963, will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement. As agreed in our letter of May 31, 1963, and your letter of July 5, 1963, the State will pay 30.84% of the actual cost of the relocation of this transmission line.

NOTED
LLOYD P. SHAW

In order to avoid confusion, be sure to keep the costs of these two adjustments separately and submit separate bills for the work authorized on August 31, 1962, and that authorized on May 21, 1963. Be sure to include the beginning and completion dates of each phase of this work in your statements.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: L. P. Shaw✓
A. W. Parsons
L. H. Young
C. H. Maison
F. B. Klaboe
James Don
Jack Hesla

RECEIVED
OCT 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 29 1963
FOR FILING

I-5-6(36)304

FORM CD-121

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO :Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 18, 1963

FROM :A. W. Parsons, Division Engineer
08-35-7 Salem, Oregon

By: G R Brooks
G. R. Brooks
Acting Division Engineer

SUBJECT: Oregon Project I-5-6(36)304
Minnesota Freeway Section
Radio Tower Radial Ground Field Encroachment

Reference your Right-of-Way File No. 32514

Approval for the encroachment of the radial ground field of the KGW radio tower on the property of King Broadcasting Co. located approximately 850' west of Station 108± must be obtained from the Federal Administrator (Section 1.23 of the Regulations) prior to acceptance of the completed project.

It is suggested that your submission include but not necessarily be limited to the following:

1. The estimated cost of removal and relocation of the encroaching facility.
2. Details of their legal right of occupancy and other details as stated under "State's Other Obligations", item 5, of Real Estate Option, File No. 32514.
3. Depth, size, and pattern of wire network.

Your reference is invited to Oregon Project I-5-3(54)121 in which a similar facility was encountered.

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OCT 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Wright
10-28-63

RECEIVED
OCT 10 1963

~~FOR FILING~~

6156

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 7, 1963

SUBJECT: Leonard K. Hermanson
Minnesota Freeway Section
Pacific Highway
Contract: 6156
Prefix: 626-1083

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

In accordance with your instructions, I called on Mr. Leonard K. Hermanson this morning regarding loss of clientele at his barber shop at 1212 N. Killingsworth.

Mr. Hermanson was pleasant enough to talk to, but he thinks the Highway Department should compensate adjacent small businesses for loss of customers due to so many families moving out, and for loss and inconvenience during the period of construction.

I told him I could offer my sympathy, but nothing further. I explained that Highway funds were spent strictly in accordance with law, and that the law did not provide compensation for properties not directly in the path of the Freeway or for that matter, any loss because of moving a highway away. As for the bridge construction, that was no different than if the City moved in to do a major street reconstruction or widening, people on the street would just have to suffer.

Mr. Hermanson was told that we hoped to have the Killingsworth Structure open for traffic soon after November 1st, after which the street would return to normal. Mr. Hermanson still says, "There ought to be a law --".

A V Benedict

A. V. Benedict
Assistant Metropolitan Engineer

AVB/op

CC: Mr. Frank D. Morgan

RECEIVED
OCT 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

FORM E-30 30M 11-61 40830

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
September 25, 1963

SUBJECT: Leonard K. Hermanson
Minnesota Freeway Section
Pacific Highway
Contract: 6156
Prefix: 626-1083

To: Mr. Frank D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

On September 11, 1963, Lloyd P. Shaw forwarded a letter from Leonard K. Hermanson, complaining of the adverse effect of freeway construction on a Barber Shop at 1212 N. Killingsworth. We have a similar problem with a Barber Shop on Lombard Street and our initial investigation concerned that shop.

The Barber Shop on Killingsworth is located approximately in the middle of a one story brick building extending from Minnesota west to the alley. The Barber Shop is closed and has a for sale sign on the door. The Killingsworth Detour is on the opposite side of the street. There is no parking restriction on the Barber Shop side. There is an approximate 50' restriction on the opposite side where the detour comes out. Minnesota is closed on either side of Killingsworth, which would certainly restrict traffic circulation. Parking is congested because of the activity in the area.

The dust nuisance would be nominal for this type of construction. Our grading contractor has kept his roadway well sprinkled. The noise complaint is probably because of driving steel sheet piling as shoring for a retaining wall under Minnesota Avenue. This work has been completed.

There has been a certain amount of inconvenience to everyone in the neighborhood, but other firms seem to be weathering the storm okay.

Killingsworth Avenue will probably be reopened to direct traffic soon after November 1st.

A.V. Benedict
A. V. Benedict
Assistant Metropolitan Engineer

AVB/cp

CC: Mr. Lloyd P. Shaw
Mr. James Don

NOTED
LLOYD P. SHAW

RECEIVED
SEP 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Forrest Cooper
BY SECRETARY

2422 N. Willamette Blvd.
Portland 17, Oregon
August 30, 1963

Oregon State Highway Commission
Mr. Glen Jackson, Chairman
Salem, Oregon

Dear Sirs:

I have a Barber Shop located at 1212 N. Killingsworth Street at Minnesota Avenue which I have operated for 29 years with a good clientele and fairly good income. Due to the Freeway, many of the families who were there have moved out of the district and my business began to slow down. However, quite a few of my old customers would come a long way as they liked my work.

Ducto illness, I sold the Barber Shop March 25th, 1963 and took retirement. I thought the new man would be able to continue with business as I had done, but when construction of the bridge started, more problems developed. There became a parking problem as streets were closed, and with the noise and dust his business became so bad that he was forced to close up and return the keys to me. He had made a partial payment on a conditional sales contract which he sacrificed.

The Barber Shop has been vacant for some time. I have tried to sell, but no one will consider buying it due to the conditions there. Until such time as the bridge is finished and sale can be made, I am losing money. The clientele is gone now and it will take a long time to build it up again.

Is there anything the Highway Commission can do to compensate me for the loss?

Sincerely,

Foster

Copy to [illegible]

RECEIVED
SEP 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 10 1963
FOR FILING

6156

477 Cottage Street NE.
Salem, Oregon 97301

October 2, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

08-35.2-DA

Oregon Project I-5-6(36)304 - Minnesota Freeway Section
Portland General Electric Company Utility Adjustment

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated August 6, 1962, furnished prior to award of contract for the physical construction, and the utility's letter dated August 17, 1962, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated September 5, 1962.

You were authorized verbally to proceed as an emergency measure with actual adjustments for the above mentioned utility effective August 31, 1962. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

Our formal approval has been delayed awaiting satisfactory drawings showing existing and permanent changes in the facilities. These were received with Mr. Litchfield's letter dated September 25, 1963, in conjunction with the second utility agreement on this project, which is being approved concurrently.

Original signed by
T. Dec
Eng. Coordinator

By: T. Dec
Engineering Coordinator

original to Young
10-9-63

NOTED
LLOYD P. SHAW

RECEIVED
OCT 10 1963

FOR FILING
I_
6156

477 Cottage Street NE.
Salem, Oregon

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

October 2, 1963

Original signed by
A. W. Parsons
Div. Engineer

signed by
Coordinator

A. W. Parsons
Division Engineer
Salem, Oregon

08-35.2-DA

By: T. Doe
Engineering Coordinator

Oregon Project I-5-6(36) - Minnesota Freeway Section
Portland General Electric Company Utility Adjustment

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated May 31, 1963, and the utility's letter dated July 5, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated June 6, 1963.

You were authorized verbally to proceed with actual adjustments for the above mentioned utility as an emergency measure effective May 21, 1963. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

Reference is made to our memorandum dated July 29, 1963, which set forth the limits of reimbursement amount to be 28.94 percent of actual cost of the adjustment based on your review appraisal of the easement values.

original to Young
cc Litchfield
10-9-63

NOTED
LLOYD P. SHAW

RECEIVED
SEP 30 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 25, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Power Pole Relocation
Portland General Electric Company
Minnesota Freeway Section
Pacific Highway
Multnomah County
Project No. I-5-6(36)304

Dear Sir:

This is in reply to your letter dated July 29, 1963, concerning this subject. You request formal clarification of certain points and I will discuss each point as you have set them out in your letter.

In Paragraphs 4 and 5 of your letter you request clarification as to the method used to determine the eligibility of reimbursement of a portion of the three-pole structure located approximately 60 feet west of "L" Station 142+50 and an explanation of why this case differed from the hypothetical case discussed recently with our Legal Division.

The case discussed with our Legal Division involved a simple utility line crossing in which no new right of way was acquired but new construction required pole "A", which occupied the right of way to be moved to a new location outside the right of way to position "A-1". This was judged to be non-reimbursable since the pole in conflict occupied public road right of way. The case in point involves a three-pole structure which occupies public road right of way and 6 anchors which occupy private land. The anchors conflict with our construction just as much as the poles themselves. This is the difference between the two cases: in the first, only the single pole was in conflict and occupied public road right of way. This is not reimbursable. In the second case, the poles and anchors were in conflict, the poles occupying public road right of way and the anchors occupying private property. This is partially reimbursable in accordance with our long standing practice. The problem then is to determine the proper proportion of reimbursement with this three-pole structure.

NOTED
FLOYD P SHAW

In Paragraph 6 of your letter you ask for an explanation of how we arrived at our percentages of cost. It is technically true that only the anchors are reimbursable, but how will we determine how much the cost will be to relocate these six anchors alone when they are so vital to the support of the power line as a whole? Since there are 9 units involved (6 anchors and 3 poles), one might have found basis to determine that the reimbursable proportion should have been 6/9ths or 66.67 per cent of the cost of moving this structure. However, this did not seem equitable since the anchors generally are less important than the poles themselves. It was, therefore, decided to calculate the area which was bounded by the fence which enclosed this structure, and determine how much this area was public road and how much was private land. As seen on the attached sketch, 3,800 square feet were private property and 2,700 square feet was public road right of way. By these areas, we determine that the structure was 3800/6500ths or 58.46 per cent reimbursable. This seemed equitable in light of the situation and was discussed with Mr. C. E. Robertson of Portland General Electric who raised no objection.

This project then affected 7 of the poles of the transmission line in this area. However, only 4 poles were actually in conflict with our construction, and so these were used to determine the percentage of reimbursement. These may be found in the Portland General Electric Company Drawing #CB-513 attached to the estimate as submitted to you on June 6, 1963. They are designated as the three-pole type C-2 Structure (poles #833, 834 and 835), pole #830, pole #846 and pole #784.

It was then necessary to determine how the cost of the Type C-2 structure compared to the total cost of these four poles which were in conflict. Therefore, we had Portland General Electric prepare an estimate for construction of the existing line in its present position. This may be found in the estimate submitted to you on June 6 entitled "Estimate to Determine Cost of Installation of Existing Section of Knott-St. Johns-BPR 115 KV and Line #11004, N. Schmeer Road-east of North Denver Avenue". It is also stated "Not a Working Estimate" on each of the four sheets. This estimate included the installation of a type A-1X structure as seen on Sheet 4 of these sheets which should not have been included, since we wanted to know only what it would cost to construct the four conflicting poles. Therefore, it was necessary to deduct the cost of this A-1X structure from the total cost as submitted by Portland General Electric. The total estimated cost of constructing this line is found on page 3 of the 4 sheets mentioned and is $14,068.30.

It was then necessary to determine the cost of the C-2 structure and the A-1X structure. This computation may be found on a handwritten sheet with "P. Gavin - 10 April 1963" at the top of the page. Here it is seen that the estimated cost to relocate the C-2 structure in kind is $5,890 and the cost of the A-1X structure is estimated to be $2,298. From this you may refer to the "Reimbursement Percentage Computations" which are detailed in three ways: (1) based on the average of OSHD and PGE appraisals; (2) based on PGE's fee appraisal; and (3) based on OSHD's appraisal. On each page is shown the total of the PGE estimate for the existing installation less the cost of the A-1X structure which is designated as "Reconstruction Cost of Four Existing Structures" and equals $11,770.30. To this is added the replacement cost of the existing easement appraised at $275 by the OSHD, $1,077 by PGE and ~~estimated~~ AVERAGED at $676. This value has been added to the estimated reconstruction cost to give the "Total Estimated Replacement Cost of Conflicting Installations." The cost of the C-2 structure is then listed at $5,890 and the "Replacement Value of the Easement" is added to give the "Total Value of the Installation." "The amount reimbursable on C-2 Structure" is computed to be 58.46 per cent of the "Total Value of Installation." Then finally, the "Reimbursable Percentage to be Applied to Relocation" is computed as shown at the bottom of these pages. Using the OSHD appraisal of the right of way, the percentage of reimbursement is calculated to be 28.94 per cent, using PGE appraisal it is calculated to be 31.70 per cent and using the average values agreed upon, the reimbursable percentage is 30.84 per cent.

It is then noted that the total cost of relocation shown on PGE Drawing #CB-513 is $13,817.40. This is found on the six sheets (typewritten) entitled "Reroute Knott St.-St. Johns-BPR 115 KV and Line #11004 a/c Minnesota Freeway Construction." We have then calculated the "Estimated Amount of Reimbursement". This may be found on the sheets entitled as such. Using the OSHD appraisal, the estimated amount of reimbursement is $4,519.68, using the PGE appraisal, $5,468.38, and using the average agreed upon, it is estimated to be $5,068.21. From this we may estimate that the BPR will not participate in $5,068.21 less $4,519.68 or $548.53 of the cost of this work.

In Paragraph 8 you request that the other Portland General Electric work which has been previously submitted to your office be described or sketched on the regular project drawings. We attempted, unsuccessfully, to have this done by Portland General Electric, so we enclose herewith two Xerox copies of

It was then necessary to determine the cost of the C-2 structure and the A-1X structure. This computation may be found on a handwritten sheet with "P. Gavin - 10 April 1963" at the top of the page. Here it is seen that the estimated cost to relocate the C-2 structure in kind is $5,890 and the cost of the A-1X structure is estimated to be $2,298. From this you may refer to the "Reimbursement Percentage Computations" which are detailed in three ways: (1) based on the average of OSHD and PGE appraisals; (2) based on PGE's fee appraisal; and (3) based on OSHD's appraisal. On each page is shown the total of the PGE estimate for the existing installation less the cost of the A-1X structure which is designated as "Reconstruction Cost of Four Existing Structures" and equals $11,770.30. To this is added the replacement cost of the existing easement appraised at $275 by the OSHD, $1,077 by PGE and averaged ~~estimated~~ at $676. This value has been added to the estimated reconstruction cost to give the "Total Estimated Replacement Cost of Conflicting Installations." The cost of the C-2 structure is then listed at $5,890 and the "Replacement Value of the Easement" is added to give the "Total Value of the Installation." "The amount reimbursable on C-2 Structure" is computed to be 58.46 per cent of the "Total Value of Installation." Then finally, the "Reimbursable Percentage to be Applied to Relocation" is computed as shown at the bottom of these pages. Using the OSHD appraisal of the right of way, the percentage of reimbursement is calculated to be 28.94 per cent, using PGE appraisal it is calculated to be 31.70 per cent and using the average values agreed upon, the reimbursable percentage is 30.84 per cent.

It is then noted that the total cost of relocation shown on PGE Drawing #CB-513 is $13,817.40. This is found on the six sheets (typewritten) entitled "Reroute Knott St.-St. Johns-BPR 115 KV and Line #11004 a/c Minnesota Freeway Construction." We have then calculated the "Estimated Amount of Reimbursement". This may be found on the sheets entitled as such. Using the OSHD appraisal, the estimated amount of reimbursement is $4,519.68, using the PGE appraisal, $5,468.38, and using the average agreed upon, it is estimated to be $5,068.21. From this we may estimate that the BPR will not participate in $5,068.21 less $4,519.68 or $548.53 of the cost of this work.

In Paragraph 8 you request that the other Portland General Electric work which has been previously submitted to your office be described or sketched on the regular project drawings. We attempted, unsuccessfully, to have this done by Portland General Electric, so we enclose herewith two Xerox copies of

Sheets 3, 3-S, 8, 8-S and 12 on which we have drawing Portland General Electric relocation work.

I sincerely hope that this explanation is sufficient. If any further explanation is needed, I will discuss it with you personally.

Very truly yours,

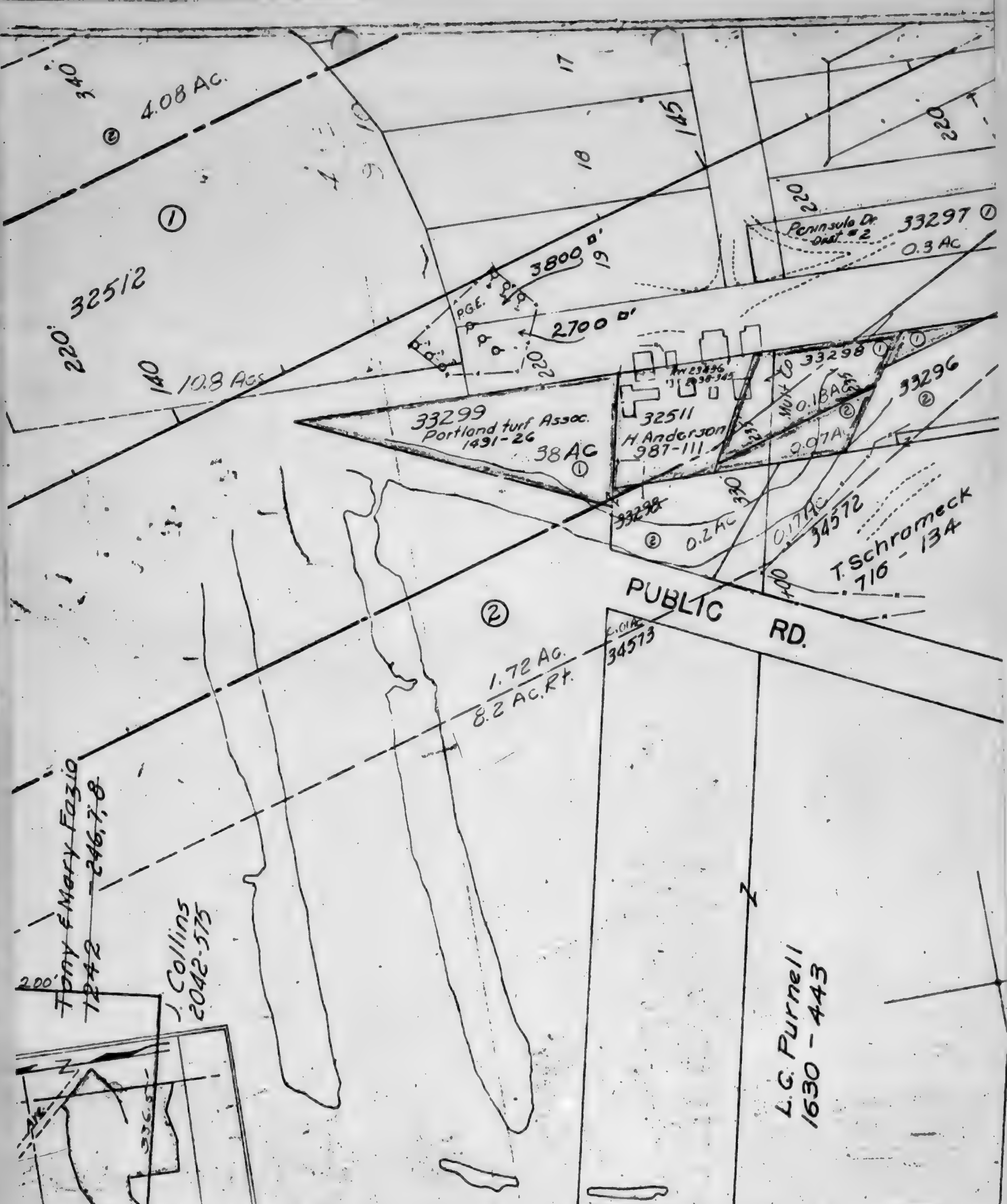
F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
Attachments

cc: L. P. Shaw
L. H. Young
C. H. Maison
Jack Hesla

RECEIVED
SEP 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER



340
4.08 Ac.
①
32512
220
140
10.8 Acs.
17
18
19
145
3800
2700
P.G.E.
220
220
Peninsula Dr.
Dist. #2
33297 ①
0.3 Ac
33298 ①
0.18 Ac
33296 ②
0.07 Ac
33299
Portland turf Assoc.
1491-26
.38 Ac ①
32511
H. Anderson
987-111
33298
0.2 Ac
330
0.17 Ac
34572
T. Schromeck
716 - 134
PUBLIC RD.
②
1.72 Ac.
8.2 Ac. Rt.
0.01 Ac
34573
Tony & Mary Fazio
1242-246, 7, 8
J. Collins
2042-575
200'
336.5
L.C. Purnell
1630-443

RECEIVED
SEP 10 1963
FOR FILING

6156

September 9, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 14, covering the benching of original fills on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156 in connection with Federal-Aid Project No. I-5-6(36)304.

Settlement of original ground under fills has made it necessary to bench the fills for widening. The fills are to be widened to the original width at the original ground elevations. The additional fill material will be placed under contract items or as extra work, the precise method to be determined.

The work was verbally approved by the BPR District and Area Engineer August 20, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:es
Enc.

RECEIVED
SEP 6 1963

FOR FILING

6126

477 Cottage Street, N.E.
Salem, Oregon - 97301

August 29, 1963

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

Oregon Project I-5-6(36)304
Minnesota Freeway Section - Pacific Highway
Price Agreement No. 6

Reference is made to your August 6 submission of Price Agreement No. 6, requesting our consideration and approval. This agreement covers contractor's claim for delays in connection with sewer construction work on the subject project.

Upon further review of the entire submission by our area engineer and contrary to his initial approval recommendation we are unable to approve this price agreement on the basis of information available. The opinion expressed in your Staff Attorney's letter dated November 29, 1962 is that the contractor's claim is invalid in its entirety based on section of Special Provisions, page 21, Interference and Obstructions. Subcontractor Geo. W. Lind's letter dated January 3, 1963 attempts to refute the applicability of this provision to the shutdowns in question, and to further indicate that he was exploring in advance of excavation operations.

There is no information presented to indicate that this type of occurrence is uncommon to that normally anticipated in constrution work, nor is there information to the effect that the contractor properly discharged his responsibility concerning location of existing utilities, and that the State's engineers acted as promptly as reasonably expected to resolve the situation by altering alignments, etc. as permitted under the Standard Specifications.

Further, we are in question as to the obligation of a contracting agency to assume the secondary contractual obligations of a contractor, as is suggested in this case. It would appear that the contractor's agreement with the union would be considered outside the scope of work under the roadway contract and cost incurred as a result of the labor agreement solely could not be considered as direct labor cost for work under the roadway contract.

MORE

NOTED
LLOYD P. SHAW

Original To Decker
9-5-63

We trust that the above provides you with our reasons for not approving the price agreement as submitted, and also indicates the type of information necessary to favorably support this claim in the event you wish to pursue it further.

This should not preclude payments to the contractor for work he actually performed under the contract provisions, which was abandoned due to the obstructions encountered.

RECEIVED
AUG 30 1963
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
AUG 26 1963
FOR FILING

L. Shaw

CON PDP 47 8 23 63 9 55A

MORGAN

MINNESOTA FREEWAY SECTION:

TOTAL EXCAVATION FROM PLASXX PLANS 1,576,641
TOTAL EMBANKMENT FROM PLANS
(INCLUDING SURCHARGE OF 144,000 BUT NO
SUBSIDENCE ALLOWANCE) 1,296,213

-4//AVERAGE SHRINK FACTOR FROM PLANS 12.2%

TOTAL EXCAVATION MEASURED 1,545,550
TOTAL EMBANKMENT
INCLUDING SURCHARGE 1,416,475
OUR EST FOR 3 FEET OF
SUBSIDENCE 86.707

TOTAL NEAT EMBANKMENT NEEDED 1.54XXXX 1,503,182

USING SHRINK FACTOR OF 20% WE WOULD BE SHORT 260,000 YARDS

AS YOU KNOW, I HAVE BPR APPROVAL TO NEGOTIATE FOR THIS SHORTAGE WHICH INCLUDES 144,000 YARDS FOR SURCHARGE,

KLABOE
SB
I,.

NOTED
LLOYD P. SHAW

RECEIVED
AUG 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 20 1963
FOR FILING

August 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 5-Supplemental, Account No. 274 covering lighting on N. Skidmore-N. Going Street Detour on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156 in connection with Federal-Aid Project No. I-5-6(36)314.

This supplemental order is for lighting on this detour and is necessary for the safe movement of traffic. It is required by the City of Portland. The City will install the lighting and remove it when the detour is no longer in use.

The estimated amount of this order is $800.00 with Federal Participation of $720.00.

This work was verbally approved by the BPR District Engineers August 13, 1963. Your approval of the order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[illegible]
Enc.

RECEIVED
AUG 21 1963

FOR FILING

6156

August 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 13, covering directional signing on the Skidmore-Going Street detour on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156 in connection with Federal-Aid Project No. I-5-6(36)304.

It is necessary to place signs to direct traffic from Going Street to Skidmore Street so that the "L" Line can be excavated as per plans.

This work was verbally approved by the BPR District Engineer August 16, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

RECEIVED
AUG 20 1963
FOR FILING

6150

Salem, Oregon
August 19, 1963

R. L. Porter
Deputy State Highway Engineer
OFFICE

In looking over the Field Engineers' Weekly Reports, a rather startling one came to my attention. I refer to the Minnesota Freeway project (Peter Kiewit Sons, contractor).

The project was let on October 15, 1962, and, for some reason, 220 workdays were allowed. It would appear that, with luck, we would be able to charge about half of these during the 1963 construction season. Under our normal operating procedures, it would be very doubtful if the remaining 110 days could be used up in the 1964 construction season. Had the contractor elected to use the days allotted, this would have meant a very serious delay in opening one of the most important segments of our urban interstate program. Fortunately, it appears that the contractor will finish the work this fall, so we will probably get off the hook.

I call this to your attention and ask that you review our procedures with the individuals involved in the assignment of workdays to see that things of this nature do not occur. I know that I have made a pest of myself in matters of this kind but one such as this is a bit jarring.

Forrest Cooper
State Highway Engineer

FC:fn

cc Victor D. Wolfe

RECEIVED
AUG 1 - 1963

FOR FILING

[illegible]

615

July 31, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3-Supplemental, covering excavation and backfilling the 24" water line on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156 in connection with Federal-Aid Project No. I-5-6(36)304.

Additional excavation is necessary to flatten the slopes for protection. The original order was approved by the BPR December 2, 1962.

The supplement has been verbally recommended for approval by the BPR Area Engineer. Your approval, as part of the original order is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb

Enc.

RECEIVED
AUG 9 - 1963

FOR FILING

[illegible]

6156

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

July 31, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

Minnesota Detour Lights
Oregon Project I-5-6(36)304

Reference is made to your letter dated July 19, 1963 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

NOTED
LLOYD P. SHAW

original To Young
with attach.
8-9-63

RECEIVED
AUG 9 - 1963

FORM E-123X 50M 3-63

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-5-6(36)-[illegible]

6156

July 30, 1963

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland 12, Oregon

ATTENTION: Mr. V. H. Dunkin

Re: Telephone Conduit Conflict
N. Prescott St. and N. Missouri Avenue
Minnesota Freeway Section
Pacific Highway - Multnomah County
Project No. I-5-6(36)304
Contract No. 6156

Gentlemen:

This is to clarify our letter of July 26, 1963. The work will be done by the State's contractor and you will be notified at the time of completion of the actual cost of this work. You will be billed, at that time, if the actual cost exceeds your deposit, and conversely will be refunded the difference if the cost is determined to be less than $3,000.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

PGP:bjh

cc: A. W. Parsons
L. P. Shaw
L. H. Young
C. H. Maison
F. B. Klaboe
James Don
Jack Hesla

RECEIVED
JUL 31 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 8 - 1963
FOR FILING

6156

July 29, 1963

Mr. J. J. Heindl
7425 N. Jordan
Portland, Oregon 97203

Dear Mr. Heindl:

Your letter of July 7, 1963, to the State Highway Department in Salem was referred to us by Mr. Lloyd P. Shaw with instructions to investigate your complaint.

The Minnesota Freeway project is under contract to Peter Kiewit Sons' Company and Mr. James Don is Resident Engineer for the State. Mr. Don has made at least six (6) attempts to contact you, both by telephone and personal call, without success. I am, therefore, attempting to answer by letter.

Plans call for a cul-de-sac in Russet Street in front of your property which did not require any work outside the public street. We find that the contractor did go in prematurely and broke up the curb and sidewalk in front of your property and realize that he has left quite a mess. We have his assurance that he will return in the very near future and complete this street work.

This is a very large construction job and it is inevitable that frequently things are started and plan changes become necessary so that the work is not finished until considerably later. I trust that you will bear with us during the construction period. We anticipate that this contractor will finish his work this fall beyond which time there will be no further disturbance to your street. Next year we will let paving and landscape projects after which the highway right of way should add to rather than detract from the appearance of the neighborhood.

Sincerely,

F. B. Klaboe
Metropolitan Engineer

By A V Benedict
A. V. Benedict
Assistant Metropolitan Engineer

AVB/cp

CC: Lloyd P. Shaw
Frank D. Morgan
James Don

NOTED
LLOYD P. SHAW

REFERRED TO
Forrest Cooper
BY SECRETARY

7025 N. JORDAN
PORTLAND 3, OREG
JULY 7, 1963

STATE HIGHWAY DEPT.
SALEM, OREGON

REFERRED TO
[illegible]
BY DEPUTY STATE HIGHWAY ENGINEER

GENTLEMEN!

LAST FALL, WITHOUT EVEN ASKING ME OR LETTING ME KNOW WHAT IS GOING ON, YOU BROKE UP SIDE WALK + DRIVEWAY IN FRONT OF MY PROPERTY AT 925 N. RUSSET STREET (NEXT TO MINNESOTA FREEWAY) AND HAVEN'T BEEN BACK SINCE. THIS IS A DEFINITE HAZARD. MY RENTERS ARE COMPLAINING. IT LOOKS TERRIBLE. YOUR TALL GRASS, WEEDS + JUNK ARE ALSO VERY UNSIGHTLY.

HAD A LETTER FROM YOUR MR. S. N. MAYHEW DATED JAN. 12, 1961 STATING THAT YOU DIDN'T NEED MY PROPERTY AT THAT TIME AND THAT YOU WOULD NOT "RUIN" MY PROPERTY. SURE LOOKS BAD NOW.

HOPE THAT SOMETHING WILL BE DONE TO IMPROVE THIS SAD SITUATION.

THANK YOU,

SINCERELY YOURS,

J. J. Hindl

RECEIVED
AUG 9 - 1963
FOR FILING

6156

477 Cottage Street N.E.
Salem, Oregon

July 29, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.2DA Salem, Oregon

Oregon Project I-5-6(36)304
Minnesota Freeway Section
Portland General Electric Company Utility Adjustments

Reference is made to Mr. Young's June 6, 1963 letter requesting formal approval of plans, estimates and one of two agreements with the subject company on the above captioned project and confirmation of our May 21, 1963 verbal authorization to proceed with the work as an emergency measure. This authorization had been issued with the understanding that the extent of participation would be determined after our review of the supporting documents when furnished.

We acknowledge subsequent receipt of the Portland General Electric Company's July 5, 1963 letter returning an approved copy of your Staff Attorney's May 31, 1963 letter on the Columbia River Slough adjustment representing the agreement for the work.

Though preliminary plans for the utility adjustment were reviewed with representatives of this office and tentative agreements were reached regarding some of the procedures for handling certain features, descriptive material now furnished does not clearly detail the reasons for developing the basis for reimbursement. Prior to our further action on your request, formal clarification of certain points would be appreciated.

First, concerning eligibility, we note that the three pole structure located approximately 60 feet west of "L" station 142+50 is on public road right of way and that the six anchors that provide additional support for this structure are located on private land. The public road right of way involved is vacated North Patton Road. Since the structure itself is located on public right of way by sufferance, the question concerns the basis for eligibility posed by the auxiliary support members (anchor) being on private land. In a recent meeting between representatives of your Department and this Bureau an analogous situation was discussed and authorized by your Legal Section. This situation was that of a structure at location "A", within right

Original
~~Copy~~ to Young
Copy Litchfield } 7-31-63
ms

of way limits, being moved to location "A-1" outside of right of way limits. In doing this it proved necessary to raise a structure at point "B" by 10'. Structure at point "B" was on private land. The determination arrived at was that no obligation existed on the part of the State to pay for this move.

Would you please explain the difference in the case at point and your example from the standpoint of the State's obligation to pay for the move.

Further, relative to computation of the reimbursement ratio, your documents do not clearly indicate how you arrived at the percentages given. Please elaborate on this point, particularly on the variation in limits for the determination of replacement cost of conflicting installations as compared to the more extensive adjustment which actually is being made.

If satisfactory explanations are furnished on your obligation and limits thereof, Federal participation will be limited to the amounts based on your review appraisal of the easement values. There does not appear to be adequate justification for extended delay in negotiations on this adjustment, after the construction phase of the project was authorized for advertising on July 17, 1962, making it necessary for you to settle on a compromised amount.

We would like to call your attention to our memorandum to you dated September 10, 1962, subject I-5-6(36)304 - PGE Pole Work. This memo deferred formal approval, requested by your September 5 letter, of your other agreement with PGE and authorization to proceed with the adjustment of a portion of their facilities. Our verbal authorization to proceed with the work as an emergency measure to clear construction was given August 31, 1962. Our September 10 memorandum requested that the work be described or sketched on regular project drawings. It is our understanding that this work is completed, therefore in order not to delay payment of billings it is again requested that you take action to resolve this matter.

RECEIVED
AUG 7 - 1963
FOR FILING

[illegible](36)304

6156

FORM E-[illegible]

COMMISSIONERS
GLENN L. [illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 26, 1963

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas
Portland, Oregon 97212

RE: Telephone Conduit Conflict
N. Prescott St. & N. Missouri Ave.
Minnesota Freeway Section
Pacific Highway
Multnomah County
Project No. I-5-6(36)304
Contract No. 6156

Attention: Mr. V. H. Dunkin

Gentlemen:

The estimate and sketches prepared by the State for construction of a retaining wall on subject corner and submitted to you on June 12, 1963 for your approval, have been approved by the Bureau of Public Roads. You are hereby authorized to proceed with this work as of June 19, 1963.

We are in receipt of your check in the amount of $3,000 to be held in deposit with the State to cover the cost of construction of the retaining wall.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

FGP:fp
cc A. W. Parsons
Lloyd Shaw
L. H. Young
C. H. Maison
F. B. Klaboe
James Dou
Jack Heola

[illegible]
OFFICE OF
[illegible]

RECEIVED
AUG 7 - 1963

FOR FILING

6156

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 25, 1963

SUBJECT: Telephone Conduit Conflict
N. Prescott St. & N. Missouri Ave.
Minnesota Freeway Section
Pacific Highway
Pacific Hwy. - Multnomah Co.
Project No. I-5-6(36)304
Contract No. 6156

To:
Mr. F. B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N.E. Glisan Street,
Portland, Oregon 97213

The access control line as submitted and shown on the attached sketch has been approved by the State and the Bureau of Public Roads effective July 8, 1963.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:fp

Attach.
cc A. W. Parsons
Lloyd Shaw
L. H. Young

LLOYD P. SHAW

RECEIVED
JUL 2[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 7 - 1963
FOR FILING

FORM E-153X
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6156

July [illegible]

City of Portland
Bureau of Water Works
City Hall, Room [illegible]
Portland, Oregon [illegible]

RE: Water Main Installation
Killingsworth Overcrossing
Minnesota Freeway Section
Pacific Highway
Multnomah County
[illegible]
Contract No. 6156

[illegible] to include installation [illegible] State's contractor has [illegible] Public Roads. You [illegible] work as of June 26, 1963.

The cost of [illegible] will be deducted from the City's bill for work on this project.

Very truly yours,

[illegible]
[illegible] Engineer

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
[illegible] Engineer

cc [illegible]
[illegible]
[illegible]
[illegible]
Lloyd Shaw
[illegible]
[illegible] Young
[illegible]
[illegible]
[illegible]
[illegible] Johnston
[illegible]

[illegible]

NOTED
LLOYD P. SHAW

RECEIVED
JUL 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 22 1963

FOR FILING

July 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 9, Account No. 274, covering lights on the Lombard St. detour on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156 in connection with Federal-Aid Project No. I-5-6(36)304.

This work has been required by the City of Portland Police Department to decrease accidents on the Lombard St. detour. It was an emergency at the weekend and the State could do the work more readily than the contractor. Copies of Mr. Benedict's memo regarding the work are attached.

The work has been verbally recommended for approval by the BPR Area Engineer. Your approval of the order as of July 5, 1963, under the provisions of PPM 21-4.3 is requested.

The total estimated amount of the order is $125 with Federal participation of $112.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

DBP:pal

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JUL 17 1963

FOR FILING

I [illegible]

6156

9

July 16, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 12, covering the installation of the 16" City water main through the Killingsworth St. O'xing on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156 in connection with Federal-Aid Project No. 1-5-6(36)304.

Copies of the letter from the City of Portland requesting this work by the Highway Contractor and other supporting data were submitted to you with Mr. Litchfield's letter of July 3, 1963.

Your approval of the order as of July 3, 1963 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DHP:es
Encl.

RECEIVED
JUL 22 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

July 12, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Minnesota Freeway water main installation
Killingsworth Overcrossing
Oregon Project I-5-6(36)304

We hereby approve the alteration in the City Agreement as requested by the City of Portland's letter dated June 24, 1963 and your transmittal letter dated July 3, 1963 for water main installation on the Killingsworth Overcrossing structure. This change is due to less interruption to the contractor's operation will expedite the work with a minimum amount of confusion. Also, there is no provision in the contract for cooperation between the contractor and the city in this regard. It is expected that you will execute a regular Force Account order covering the work and funds for this work will be deducted from the cost of the city's estimate.

RECEIVED
JUL 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Morgan
7-22-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 18 1963

FOR FILING

477 Cottage Street N. E.
Salem, Oregon

July 8, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

T. Lee
Assistant Division Engineer
Salem, Oregon

Minnesota Freeway (I-5-6(36)304)
Telephone Conduit Conflict at Prescott & Missouri

Your proposal for constructing a retaining wall as outlined in your July 3, 1963 letter from F. D. Morgan, instead of an expensive telephone conduit move appears reasonable. It is felt that the proposal will in no way alter the function of the ramp and therefore we concur in your request. It is anticipated that you will submit a price agreement at bid prices to cover the work outlined and the cost for the alteration will be borne by the telephone company. The control of access will be altered slightly in order to allow maintenance from the city street intersection.

RECEIVED
JUL 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
cc Young
7-17-63

RECEIVED
JUL 9 - 1963
FOR FILING

J [illegible] 1-204

6156

PORTLAND GENERAL ELECTRIC COMPANY

Electric Building
621 S.W. Alder Street
Portland 5, Oregon

July 5, 1963

Oregon State Highway Department
Salem 10, Oregon

Attention: Mr. J. N. Hershberger
Utilities & Railroad Attorney

Gentlemen:

Re: Power Line Adjustment
Minnesota Freeway Section
Pacific Highway
Project Nos. I-5-6(36) 304 and
I-5-6(34) 307

Herewith letter of acknowledgment and approval of amount of State's and Company's participation in relocation costs of easements and facilities for the structure at Station 142+50 on above referenced project.

Yours truly,

C. E. Robertson

C. E. Robertson
Right-of-Way Engineer

CER:mm
Enclos.

NOTED
LLOYD P. SHAW

COPIES TO: A.W. PARSONS (2)
L.P. SHAW
L.H. YOUNG
C.H. MAISON
F.B. KLABOE
W.T. WRIGHT
JAMES DON
F.D. [illegible]RGAN
JACK HESLA

NOTED
J. HERSHBERGER

RECEIVED
JUL 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 5-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 31, 1963

Portland General Electric Company
621 S. W. Alder Street
Portland 5, Oregon

Attention: Mr. C. E. Robertson

Re: Power Line Adjustment
Minnesota Freeway Section
Pacific Highway
Project Nos. I-5-6(36)304 and
I-5-6(34)307

Gentlemen:

Please refer to our utility letter of April 16, 1963, which related to the relocation of a transmission line crossing of the Columbia River Slough in the vicinity of Station 150+38. Said letter recited that the 2 poles were located, one upon private property and one upon public property. It now appears that both poles are located upon public right of way so that the information concerning State's participation in relocation costs was in error. However, the entire letter of April 16, 1963, should be disregarded inasmuch as the adjustment of this transmission line is included in the listing of P.G.E. power line conflicts for the entire project as shown in our utility letter to you dated August 6, 1962. Said list was considered in the meeting between our Field Utilities Liaison Engineer, Mr. Jack M. Cartwright, and representatives of your company on May 21, 1963.

As a result of the negotiations relative to the adjustments involved in this project, a percentage figure for State's participation in the total cost of effecting the adjustments had been calculated. However, in respect to the value of the easements upon which were located the anchors for the structure at Station 142+50 (listed in our letter of August 6, 1962) no agreement appeared possible. State was of the opinion that the value of the easements was $1,800, whereas, the company was of the opinion that the easements had a value of $3,433. So that this project might not be held up, State on May 21, 1963, proposed that a compromise figure of $2,616.50 be used as the appraised value for the easements. This value would raise the percentage rate of State's participation to 30.84 per cent of the total estimated cost of $16,433.90, which makes State's total participation equal $5,068.21. State's prior proposed rate of participation was 28.94 per cent, whereas, the company had calculated State's participation should be at the rate of 31.70 per cent.

In the meeting on May 21, 1963, this compromise valuation of the anchor easements was approved by the representatives of your company. The purpose of this letter is to obtain official acknowledgment and approval of said compromise and the amount of State's participation.

Please have the proper officer(s) of your company sign on the approval and acceptance lines provided below.

Very truly yours,

L. I. LINDAS
Chief Counsel
By JN Hershberger
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr

cc: Ted Litchfield
Jack M. Cartwright

APPROVED AND ACCEPTED:

Vice-Pres.
PORTLAND GENERAL ELECTRIC COMPANY

FORM E-123X 90M 3-63

RECEIVED
JUL 10 1963
FOR FILING

I-5-6(36)304

6146

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 3, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Water Main Installation
Killingsworth Overcrossing
Minnesota Freeway Section
Pacific Highway - Multnomah County
Project No. I-5-6(36)304

Dear Sir:

Attached you will find two copies of a letter from Mr. P. Norseth of the City of Portland Bureau of Water Works requesting that the State's contractor install the water main on this structure.

Their claim that this involves work which they could not readily accomplish seems valid. It is neither economical or practical to open this small amount of work for bids because it would attract very few contractors and could create the problem of having two contractors trying to work in the same area. If our contractor performed this work he would have complete control of coordinating it with his over-all operation and could, therefore, perform it in the most efficient manner.

Your attention is directed to the original estimate and sketch submitted by the City with their letter of August 22, 1962. In this they made provisions for a 24-inch pipe on this structure with a 16-inch temporary installation on the detour structure. However, the utility holes provided in the permanent structure were not large enough to accommodate a 24-inch water main. Therefore, they revised their plans to include a 16-inch main on the permanent structure. This may result in a saving to the State of approximately $3,000.00.

This has been discussed with Mr. H.A. Schell by the writer on June 26, 1963, and we were given verbal authorization to proceed as of that date. We now request your formal approval of this procedure and the change in the plans of the Water Bureau.

Very truly yours,
F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
Attachments
cc: L. P. Shaw (w/attach.)
L. H. Young "
C. H. Maison "
F. B. Klaboe "
James Don "
Robert Shotwell "
E. E. Johnston "
Jack Hesla "

RECEIVED
JUL 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

H. KENNETH ANDERSON
CHIEF ENGINEER
100 CITY HALL

FRANK F. FAGUE
OPERATIONS SUPERINTENDENT
1900 N. INTERSTATE AVE.

TED SUDERBURG
SUPERINTENDENT
112 CITY HALL

GRANT E. MILLER
ASSISTANT SUPERINTENDENT
112 CITY HALL

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC UTILITIES
MARK (BUCK) GRAYSON
COMMISSIONER

June 24, 1963

Fred Klaboe, Metropolitan Engineer
Oregon State Highway Department
[illegible] N. E. Glisan Street
Portland, Oregon

ATTENTION: [illegible] Cartwright,
Field Utilities Liaison Engineer.

RE : WATER MAIN INSTALLATION - KILLINGSWORTH
OVERCROSSING, MINNESOTA SECTION INTERSTATE
FREEWAY - Project No. 1-5-6(36)304

Dear Sir:

It is requested that placement of the 16" water main on subject overpass be accomplished by the State of Oregon by force account with the structural contractor or any other contractor capable of performing this work satisfactorily.

This work would ordinarily be performed by Bureau of Water Works forces, however the difficulties associated with placing the pipe after the deck is placed on the box girder and the close tolerances provided in the utility holes are such that Bureau of Water Works forces cannot readily accomplish this work.

It is proposed that the Bureau of Water Works would furnish the pipe and flexible couplings and accomplish the excavation required at the ends of the structure.

Very truly yours,

H. KENNETH ANDERSON
Chief Engineer

By: Norseth
P. Norseth
Principal Engineer

FILED
LLOYD P. SHAW

HKA:PN:gr

FORM E-123X 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
JUL 10 1963
FOR FILING
5-6(36)304
6156

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 3, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Telephone Conduit Conflict
N. Prescott St. & N. Missouri Avenue
Minnesota Freeway Section
Pacific Highway - Multnomah County
Project No. I-5-6(36)304

Dear Sir:

Attached you will find copies of the estimate approved by Mr. Leaf of the Pacific Northwest Bell Telephone Company and letter of transmittal from Mr. Cartwright, Field Utilities Liaison Engineer in Portland, which explain the problem involved with the buried telephone cable at the corner of Prescott Street and Missouri Avenue which conflicts with the backslope of our "LM" and "GN" Lines. You will also find attached copies of Sheet No. 15 of the construction plans in which this change has been shown as well as large scale layout sheets showing a detailed plan and profile of the proposed retaining wall and access control line revision.

You will note that the access control line has been revised to allow the telephone company convenient access to the manhole.

This was discussed by the writer with Mr. H. A. Schell of your office on June 19, 1963, and authorization to proceed with all work except the revision of the access control line was given as of that date.

After reviewing all the supporting information, your approval is recommended to perform this work as outlined herein.

You will find attached copies of the check from the telephone company in the amount of $3,000 to cover the cost of this work, and letter of transmittal from Mr. Jack Hesla, Field Utilities Liaison Engineer in Portland.

NOTED
LLOYD P. SHAW

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
cc: L. P. Shaw (w/attachs.)
L. H. Young "
C. H. Maison "

Attachments

RECEIVED
JUL 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-50 50M 5-62 45959

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
July 1, 1963

SUBJECT: Retailing Wall 19' Right
"LM" 281+66 - 282+37
Minnesota Freeway Section
Pacific Highway
Multnomah County

To: Mr. [illegible]
[illegible] Engineer
State Highway Building
Salem, Oregon

Herewith check in amount of $5,000.00 from Pacific Northwest Bell Telephone Company to be deposited with the Oregon State Highway Department. This check is to be held in deposit to cover the approximate cost of the construction of a retaining wall 19' right of "LM" Line. This wall will eliminate the necessity of relocating the [illegible] telephone conduit and manhole at the southwest corner of N. [illegible] Street and N. Michigan Street.

Pacific Northwest Bell Telephone Company understands that if the cost of the construction of the wall is more than estimated, they will pay the additional amount and that if the cost is less than as estimated, the State Highway Department will refund the difference.

Jack Hesla

Jack Hesla
Field Utilities Liaison Engineer

JH:[illegible]

Encl.

cc: [illegible]
[illegible]
[illegible]
[illegible]

Mr. [illegible]
Pacific Northwest Bell Telephone Co.
[illegible] N. E. Clackamas
Portland, Oregon

CONSTRUCTION DIVISION
RECEIVED
JUL 2 [illegible]

T 1252-O (9-61)

[illegible] TELEPHONE COMPANY

24-11
1230

[illegible] OF PORTLAND, OREGON

10

157686

6-28-63

See Attached

PAY$3,000.00**

[illegible]

PACIFIC NORTHWEST BELL TELEPHONE COMPANY
SPECIAL DISBURSEMENT ACCOUNT

AREA TREASURY SUPERVISOR

[illegible] 653⑈

FORM E-30 50M 5-62 43068

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 10, Oregon
June [illegible], 1963

SUBJECT: Telephone Conduit Conflict
N. Prescott St. & N. Missouri Ave.
Minnesota Freeway Section
Pacific Highway
Multnomah County

To: Mr. [illegible]
[illegible]
State Highway Building
Salem 10, Oregon

[illegible] with plan and estimate for the proposed construction of a retaining wall [illegible] feet right from Sta. "GN" 281+66 to 282+37.

It was found that a conflict existed between a Pacific Northwest Bell Telephone manhole and conduit, and the proposed cut [illegible]. When Pacific Northwest Bell Telephone was contacted, it was learned that to relocate the manhole and conduit would be both expensive and time consuming. Order time for some of the cable involved would be 16 to 17 weeks.

Upon Pacific Northwest Bell Telephone Company's request, the possibilities of constructing a retaining wall to eliminate the necessity for relocating the manhole and conduit was investigated. The enclosed plan and estimate was made, submitted to Pacific Northwest Bell Company, and has been returned approved.

The cost to Pacific Northwest Bell Telephone for the relocation of their facilities would be approximately $16,000, and the cost of a retaining wall approximately [illegible], which would be paid for by Pacific Northwest Bell Telephone Company.

Because of the cost and inconvenience to Pacific Northwest Bell Telephone and the time involved to relocate the conflicting facilities it is my recommendation that a retaining wall be constructed and the access control fence relocated as shown on enclosed plan.

Jack M. Cartwright

Jack M. Cartwright
Field Utilities Liaison Engineer

[illegible]
Enclosure
cc: Mr. [illegible]
Mr. James [illegible]

MINNESOTA FREEWAY

Contract 6156 LME
Estimate for Ret. Wall Rt. Side of LME
Sta. 281+66-282+37

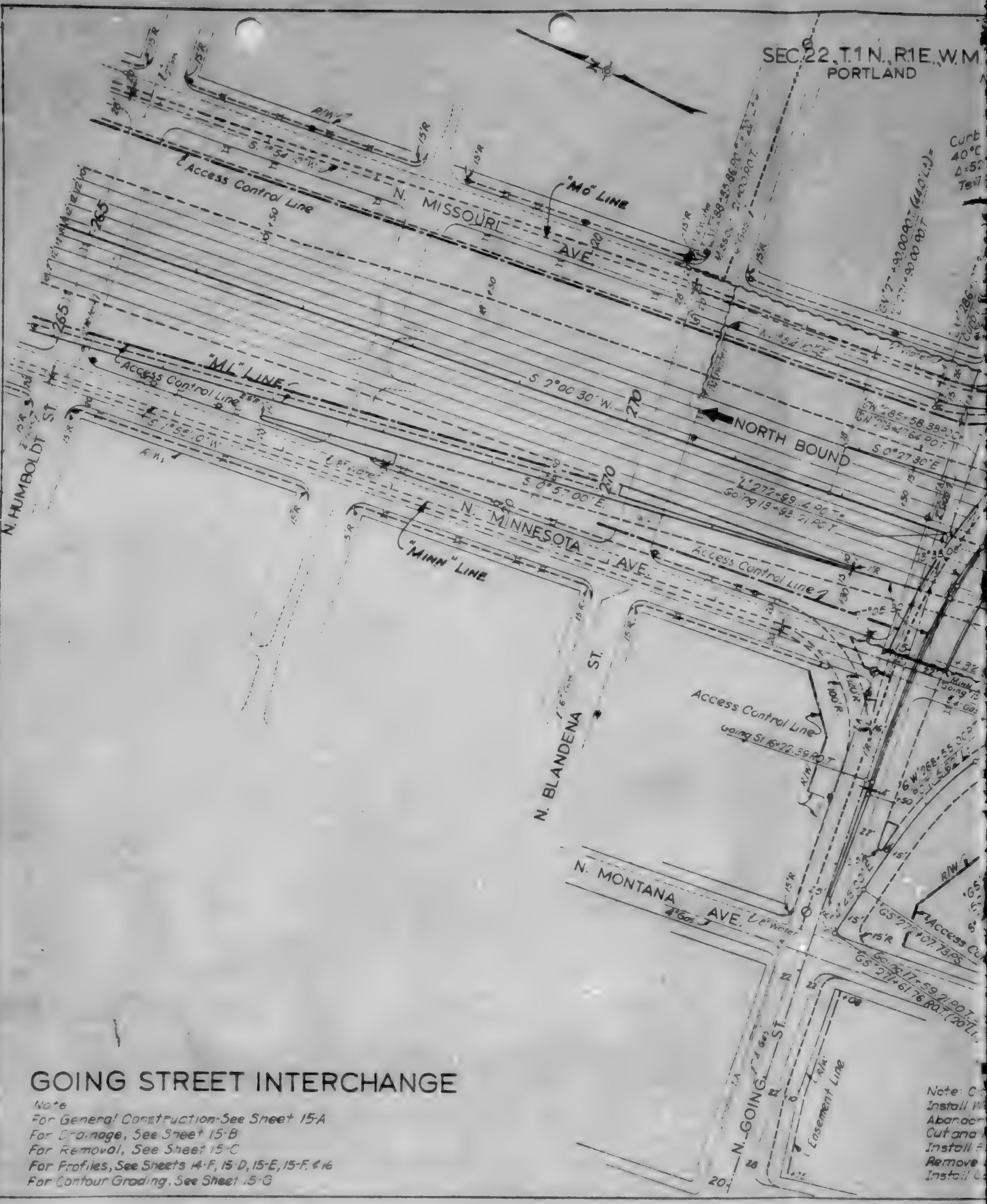
ITEM	UNIT OF MEASURE	AMOUNT	ALLOWANCE	BID QTY.	UNIT PRICE		
1. General Excavation	Cu.Yd.	180	20	200	0.38	76.00	
2. Structural Excavation	Cu.Yd.	230	20	250	1.00	250.00	
3. Class A Concrete In Retaining Wall	Cu.Yd.	30.0	3	33	48.00	1,584.00	
4. Metal Reinforcement In Retaining Wall	Lbs.	3,800	400	4,200	0.13	546.00	
5. Concrete Surfacing	Sq.Yd.	28	2	30	4.50	135.00	
6. 6' Chain Link Fence	Lin.Ft.	90	10	100	1.70	170.00	
						2,761.00	
				+ 20%		552.20	
				TOTAL			3,313.20

Estimate of Original Construction Rt. of
LME Sta. 281+66 to Sta. 282+37

ITEM	UNIT OF MEASURE	AMOUNT	ALLOWANCE	BID QTY.	UNIT PRICE		
1. General Excavation	Cu.Yd.	480	50	530	0.38	201.40	
2. 6' Chain Link Fence	Lin.Ft.	70	7	77	1.70	130.90	
						332.30	
				+ 20%		66.46	
				TOTAL			398.76

COST DIFFERENTIAL $2,914.44

APPROVED: PACIFIC NORTHWEST BELL
6-12-63
District Engineering Manager



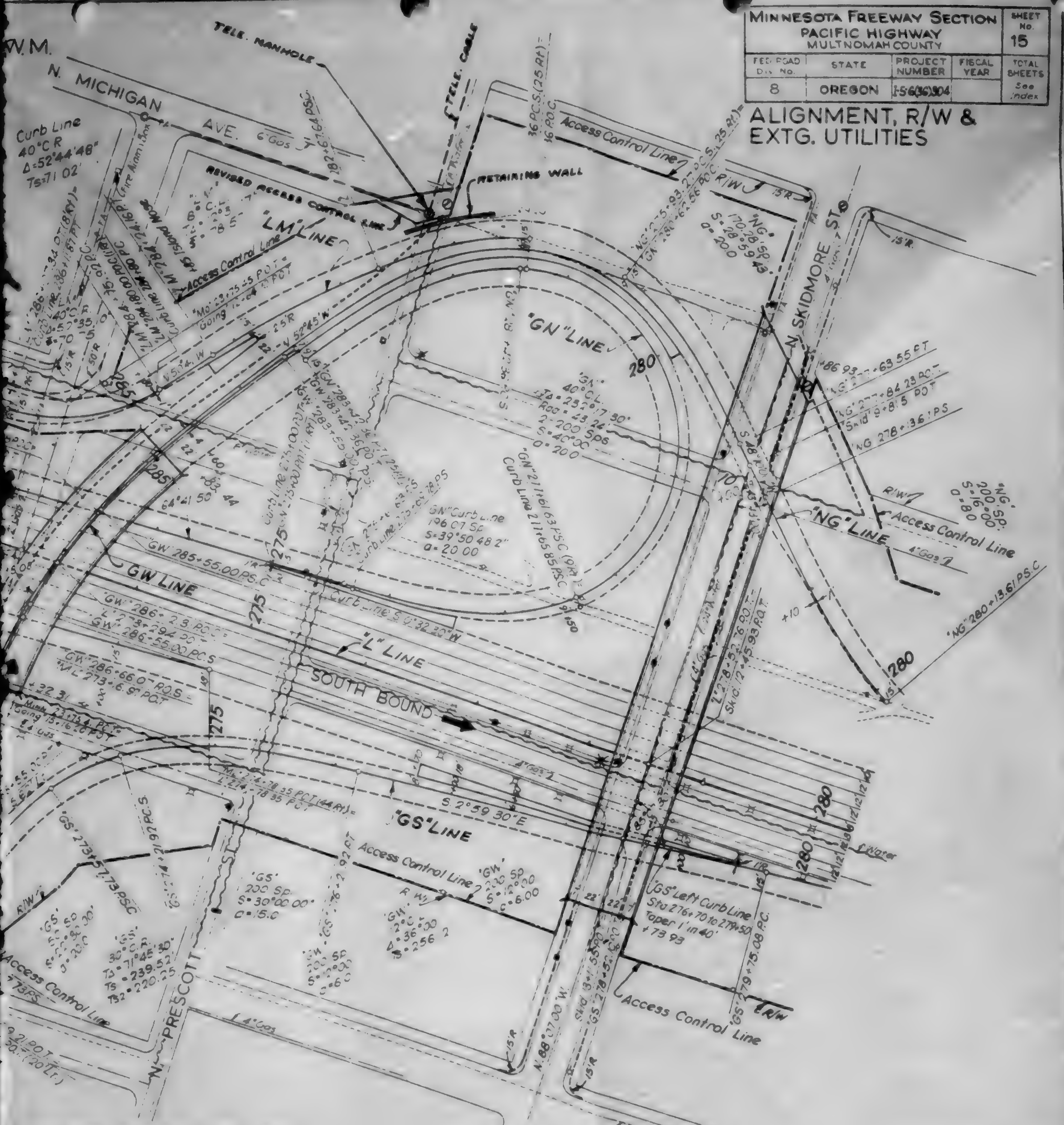
GOING STREET INTERCHANGE

Note
For General Construction-See Sheet 15-A
For Drainage, See Sheet 15-B
For Removal, See Sheet 15-C
For Profiles, See Sheets 14-F, 15-D, 15-E, 15-F, & 16
For Contour Grading, See Sheet 15-G

7V-11-3

MINNESOTA FREEWAY SECTION PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No. 15
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-6(36)304		See Index

ALIGNMENT, R/W & EXTG. UTILITIES

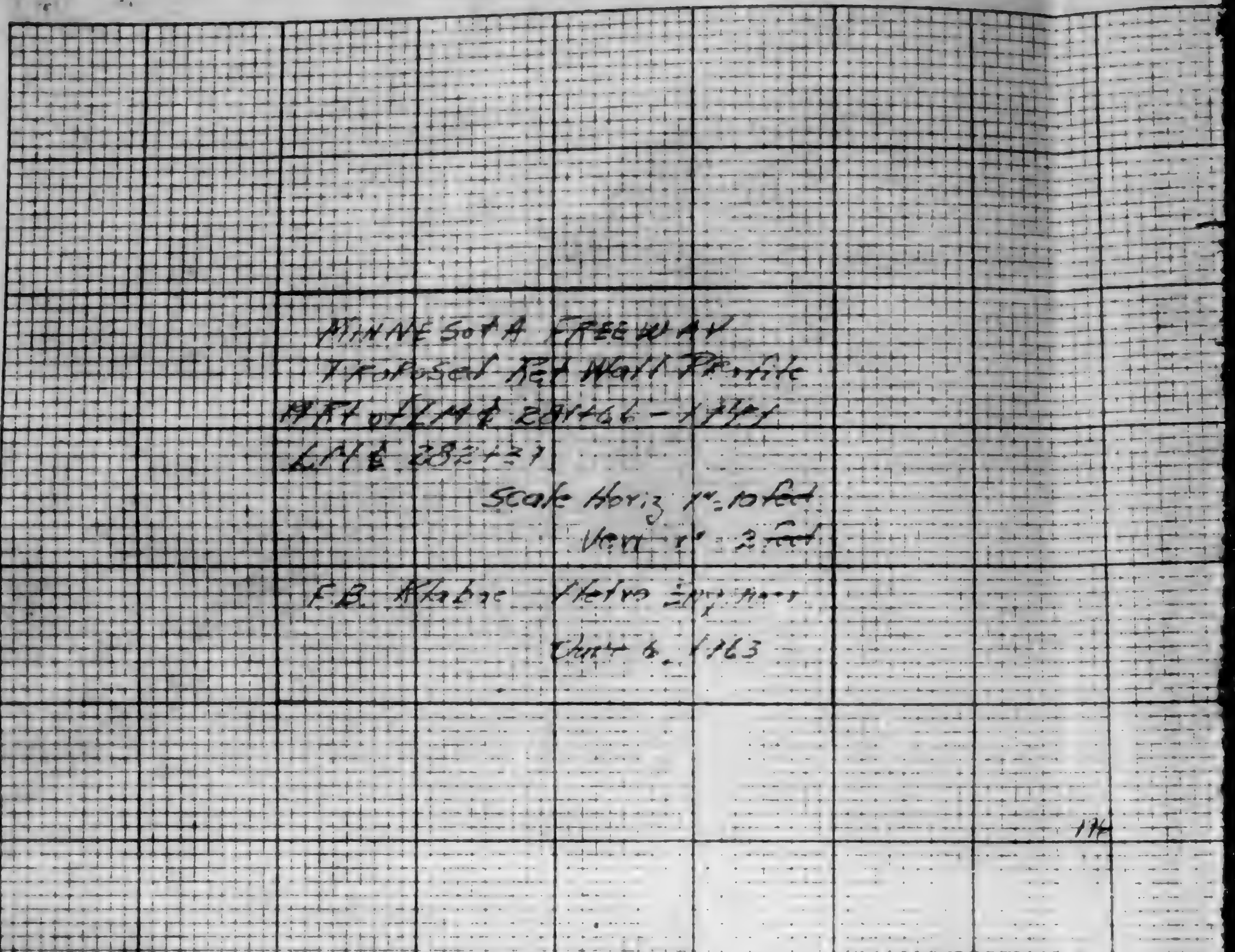


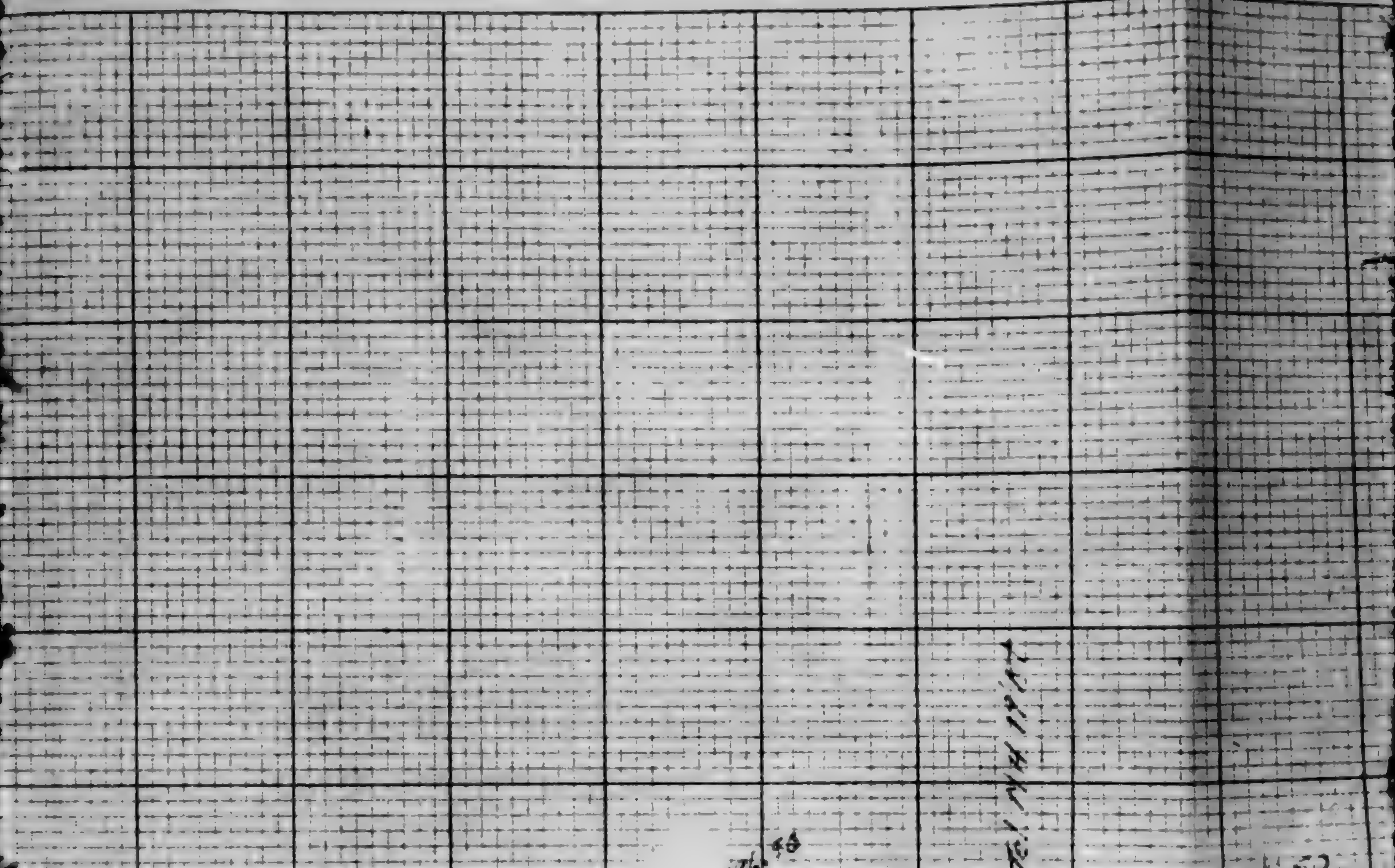
Note: City Water Main Revisions (By Others)
Install Water Main
Abandon Extg. Water or Gas Main
Cut and Plug Extg. Water Main
Install Fire Hydrant
Remove Extg. Fire Hydrant
Install Gate Valve

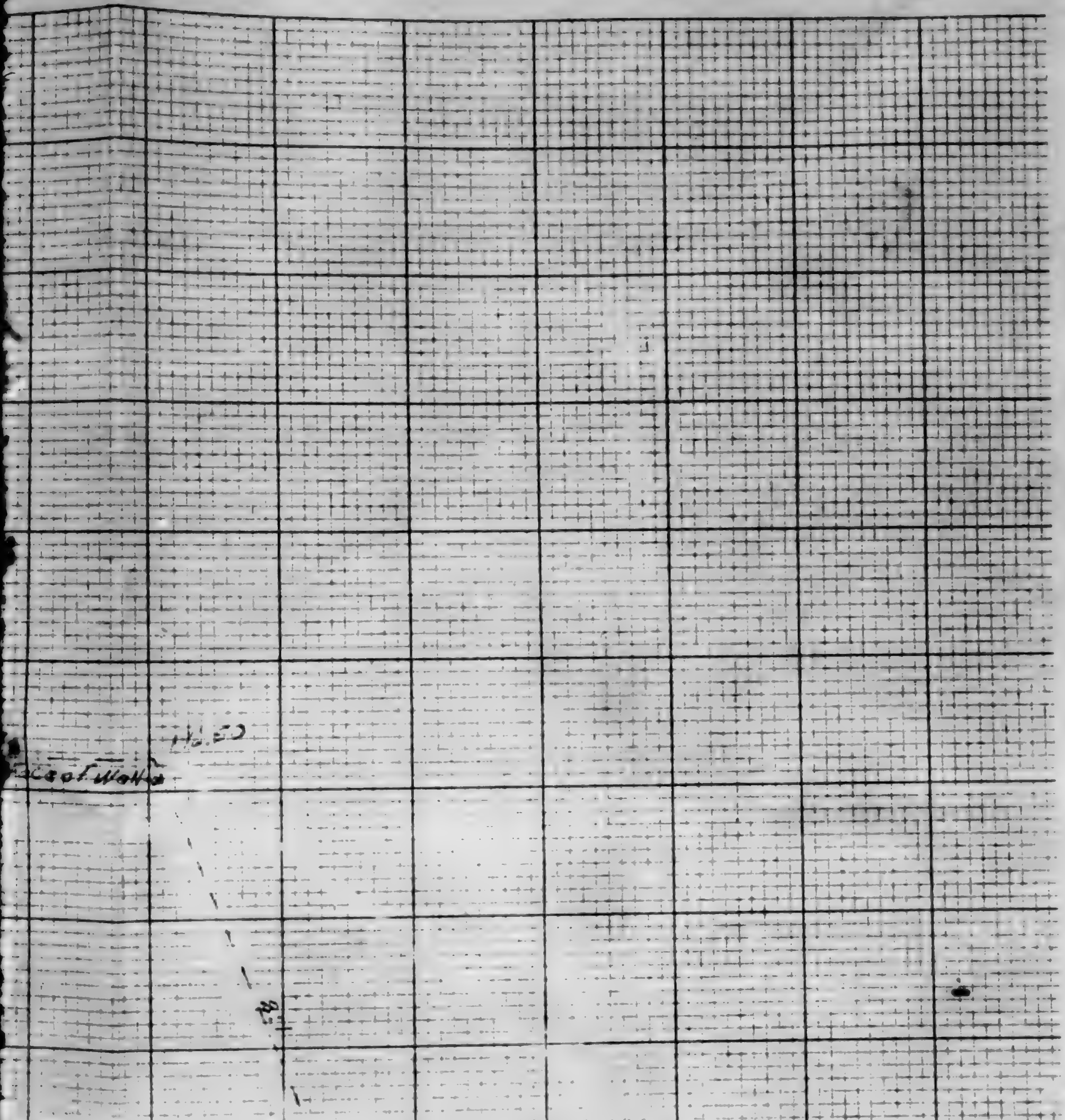
MINNESOTA FREEWAY
Proposed Ret Wall Profile
Rt of LM ℄ 28+66 – [illegible]
LM ℄ 28+37

Scale Horiz 1" = 10 feet
Vert 1" = 2 feet

F.B. [illegible] Metro Engineer
[illegible] 6, 1963



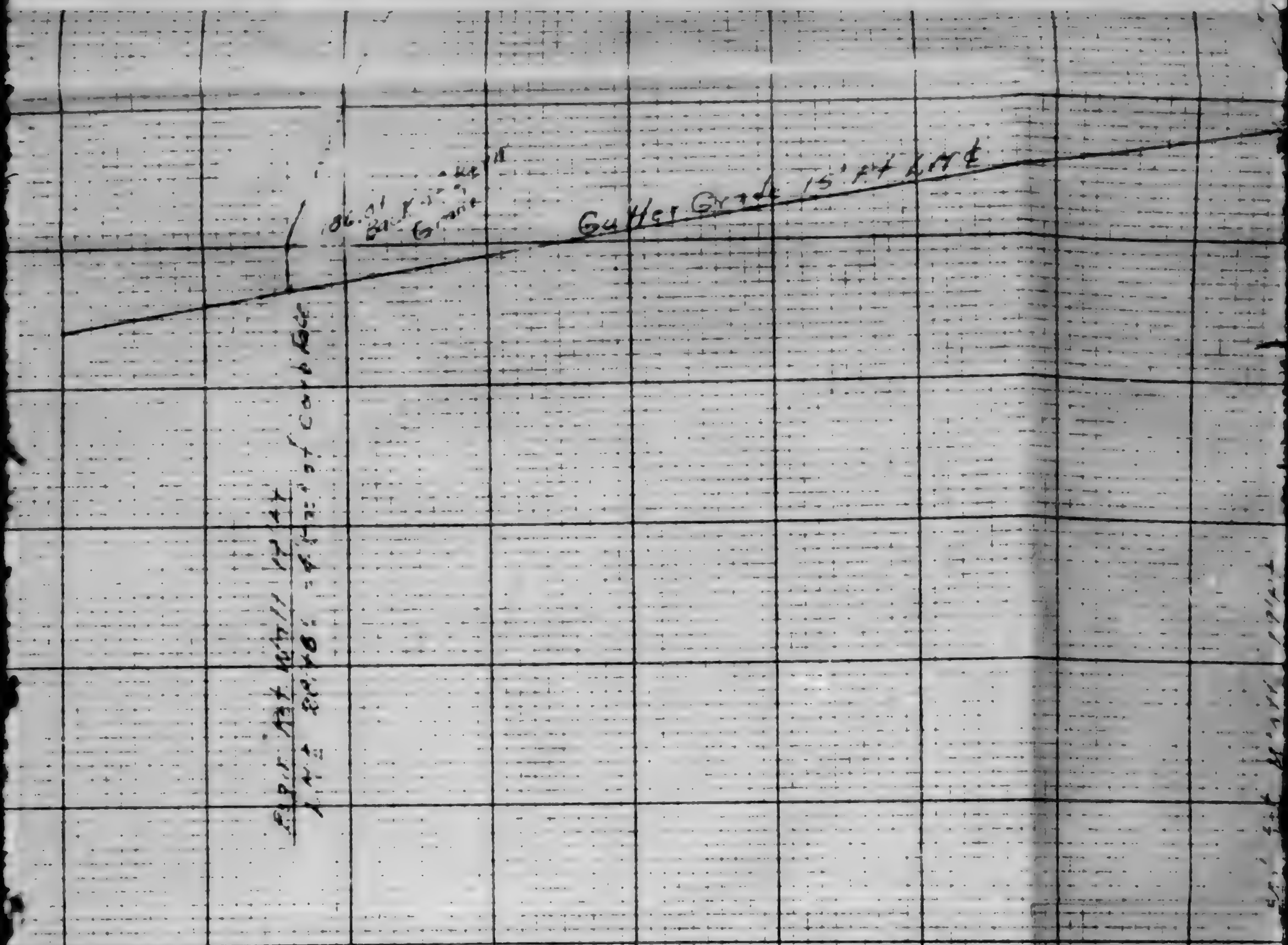

176.48
Slope Line to Face of Walls
176.50
2:1
Gutter Grade 15' Rt Line

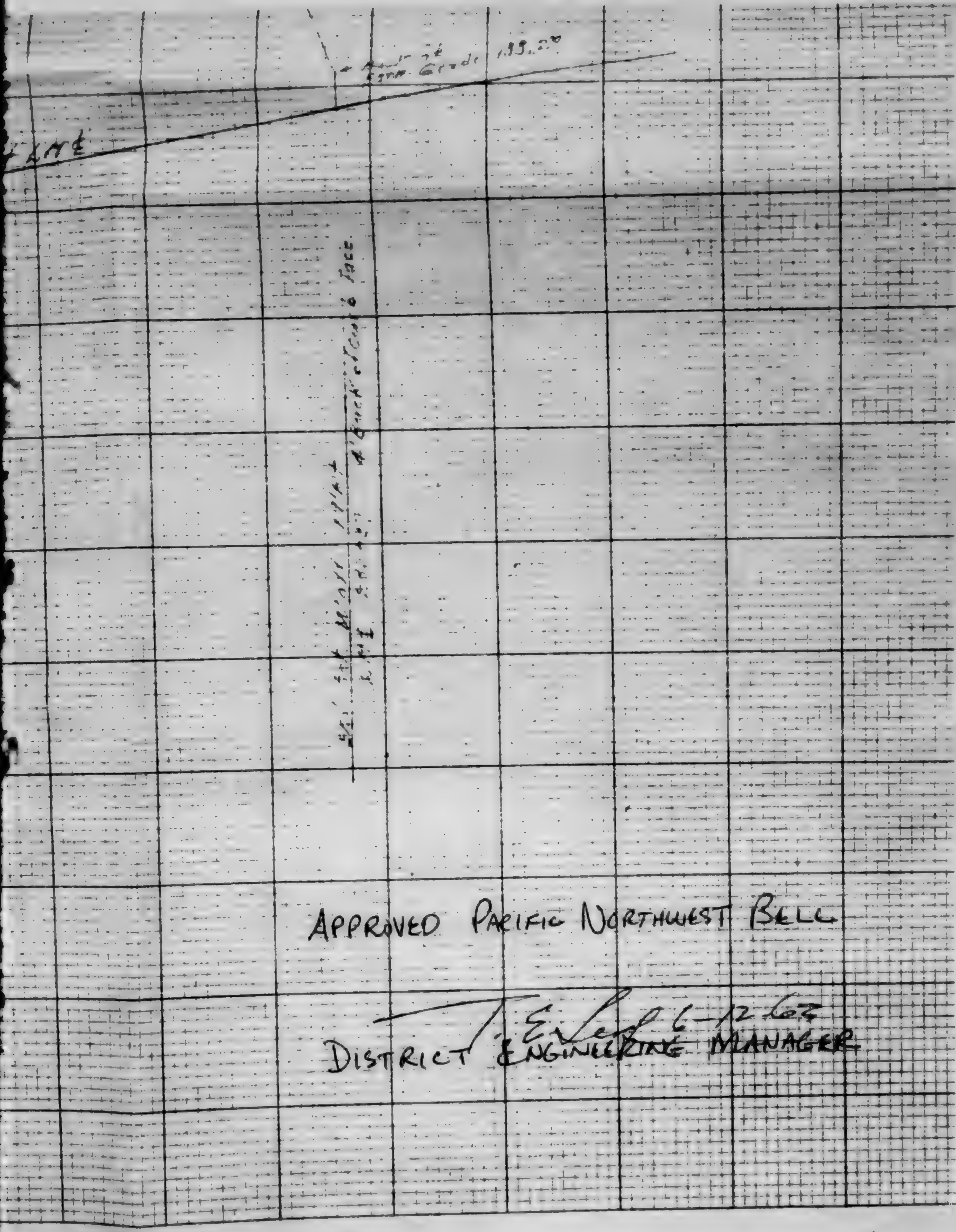

146.50
ase of Walls
8'
a Point of
Conn. Grade 133.20
LINE

188

186

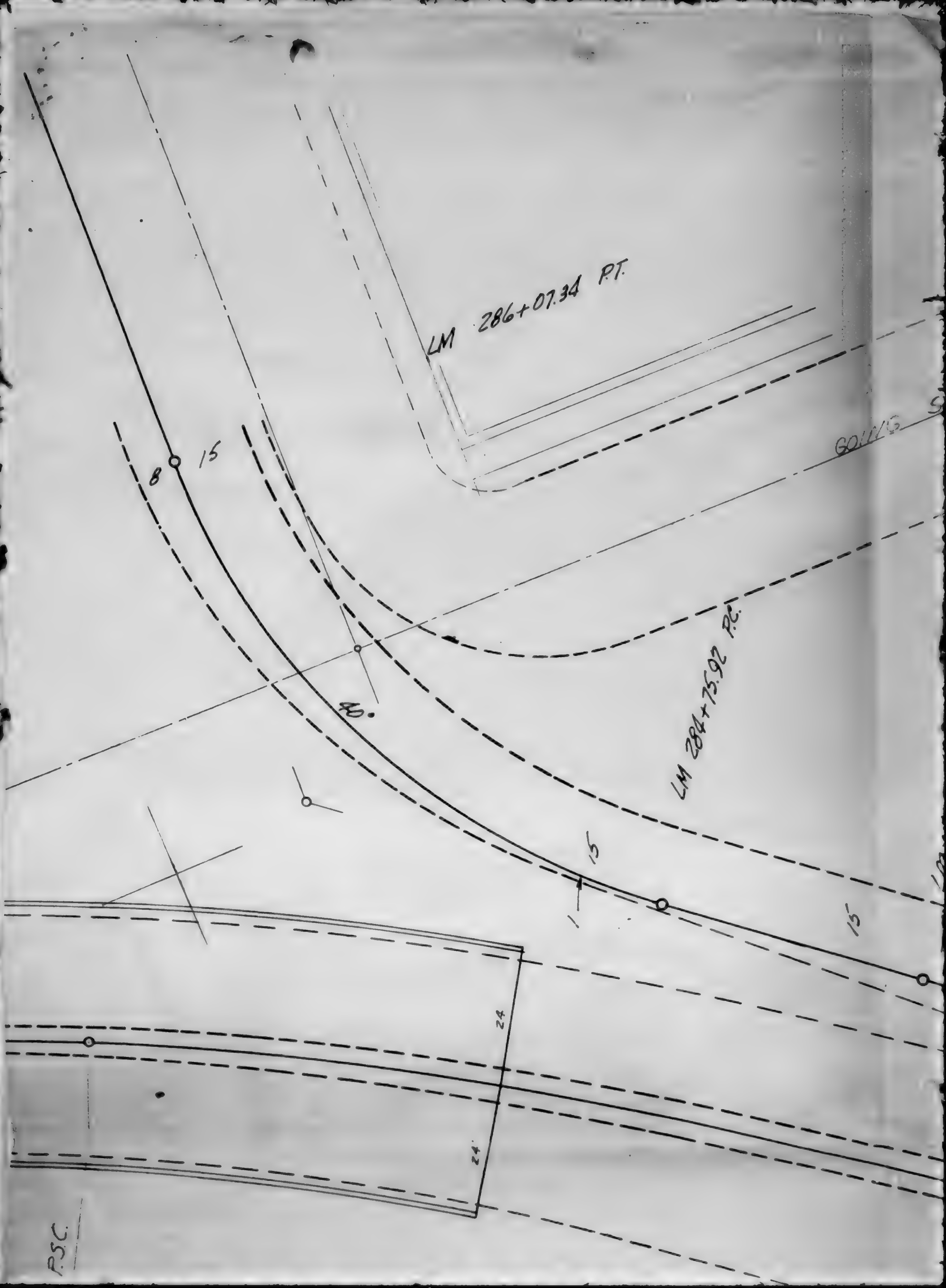
184

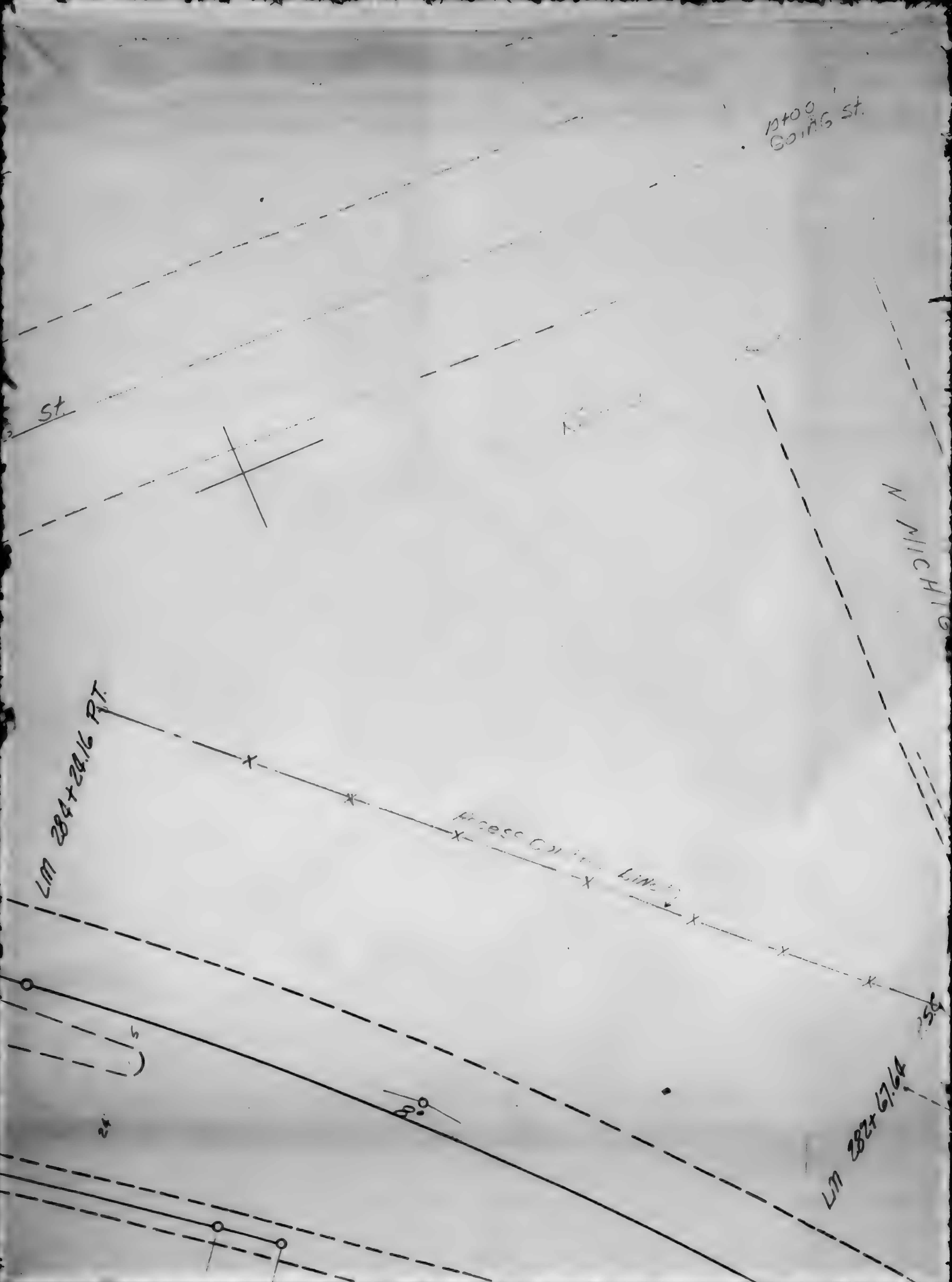

Gutter Grade 15' rt Line
Elev. Top Wall
Curb face
APP
Du
232



APPROVED PACIFIC NORTHWEST BELL

6-12-62
DISTRICT ENGINEERING MANAGER

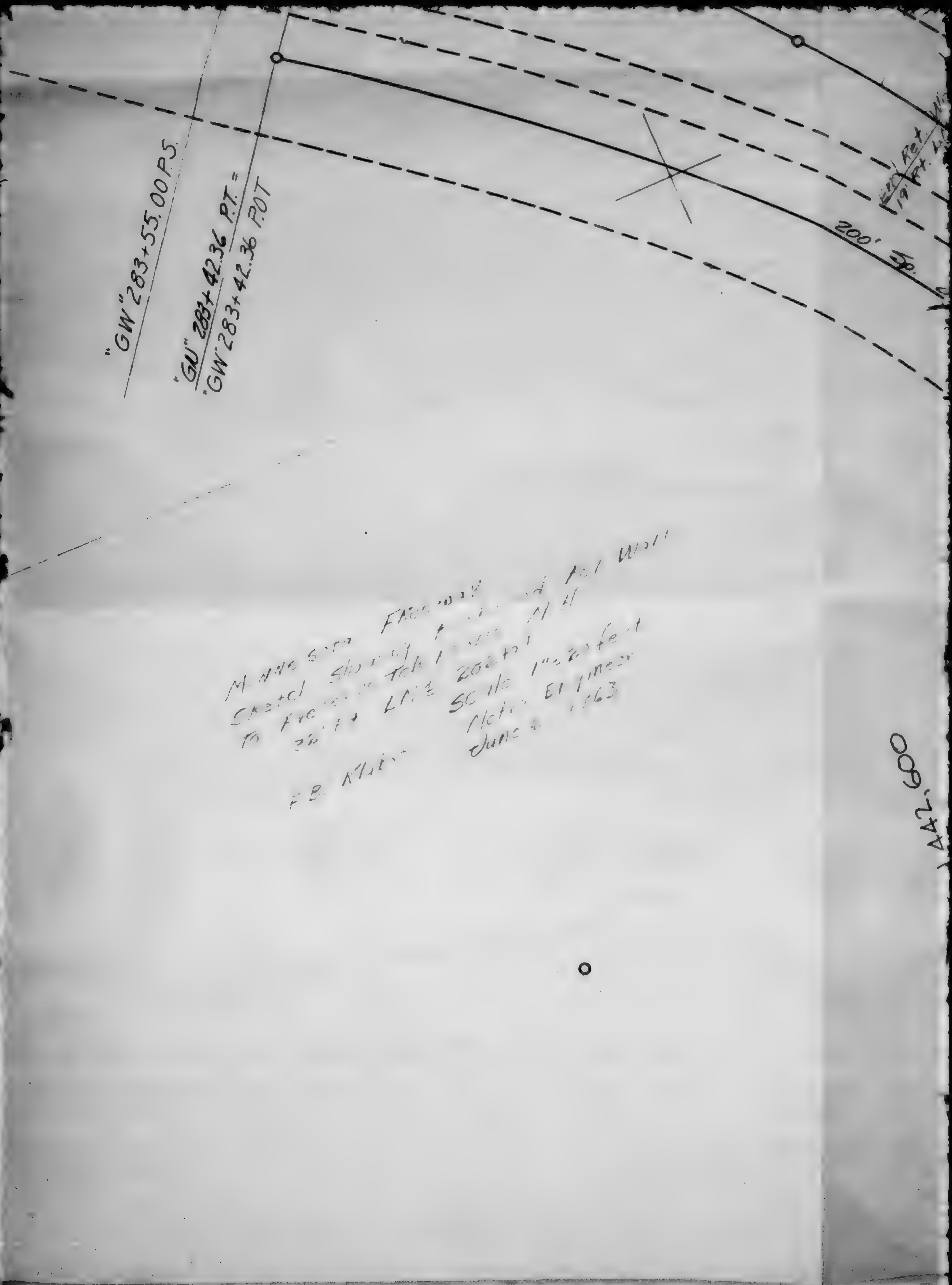

LM 286+07.34 P.T.
8
15
GOING S
LM 284+75.92 P.C.
40.
15
15'
24
24
P.S.C.
LM


13+00
Going St.
St.
N MICHIG
LM 284+24.16 P.T.
Access Control Line
25
LM 282+67.64
24

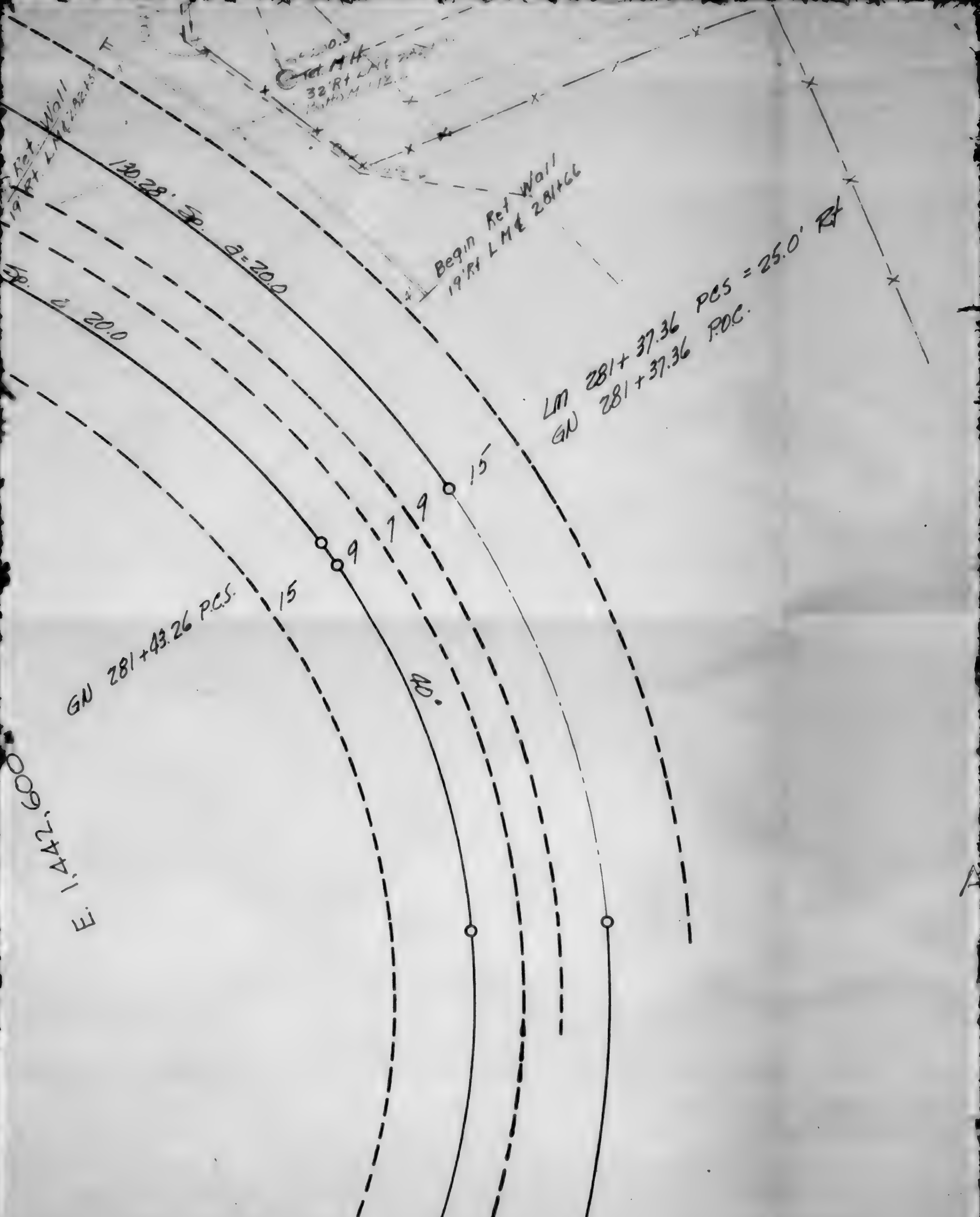
N MICHIGAN ST.
Telegraph Conduit
25
20'R.
Telephone Conduit
SCOTT ST.

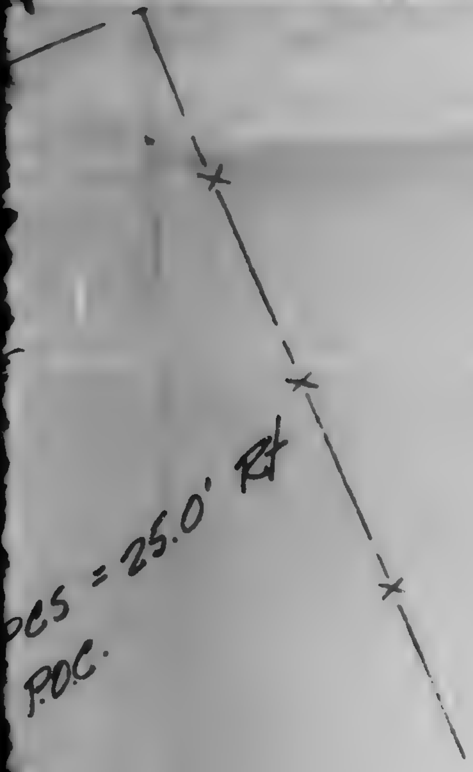
6-3-17
PRESCOTT ST

"GW" 285+55.00
E. 1,442,400



Minnesota Freeway [illegible] and Ret. Wall
Sketch Showing [illegible] M.H.
to Freeway Tele[illegible] 200 [illegible]
28 ft Line Scale 1"=200 feet
Metro Engineer
June 6 1963
F.B. Klein


Ret. MH
32'Rt LM
Ret. Wall
19'Rt. LM
130.28' Sp.
a=20.0
Sp. a 20.0
Begin Ret Wall
19'Rt LM℄ 281+66
LM 281+37.36 PCS = 25.0' Rt
GN 281+37.36 P.O.C.
15
9
7
9
9
15
GN 281+43.26 P.C.S.
20.
E. 1,442,600



APPROVED: PACIFIC NORTHWEST BELL

T. E. 6-12-63
DISTRICT ENGINEERING MANAGER

RECEIVED
JUN 26 1963
FOR FILING

June 26, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 5-Supplement No. 2, Account No. 274, covering lighting on the N. Alberta St. and N. Ainsworth St. Detour Structures on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156 in connection with Federal-Aid Project No. I-5-6(36)304.

For the safety and movement of traffic on the N. Alberta and N. Ainsworth St. detour structures, lighting is necessary. The work of installation and removal will be done by the City of Portland. The City requires the lighting. The contractor is not equipped to do the work. The amount is too small to be let to separate contract.

The total estimated amount of the supplemental order is $832.45 with Federal participation of $749.00.

This work was verbally recommended for approval by the BPR Area Engineer June 19, 1963. Your approval of that date is requested. Due to the necessity of using the Alberta St. detour, work has been started.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb

Enc.

RECEIVED
JUN 10 1963

FOR FILING

I-5-6([illegible])

6156

June 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering widening the Lombard Street Detour on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156 in connection with Federal-Aid Project No. I-5-6(36)304.

This widening is necessary to eliminate a traffic hazard to the eastbound movement. The structure was constructed according to plan, but after opening to traffic it was determined that the corner would have to be widened approximately seven feet for traffic to utilize the detour safely. The widening involved moving the curb five to seven feet. Due to heavy traffic, it was necessary to do this work by hand resulting in relatively high cost.

This work was inspected and verbally recommended for approval by the BPR Area Engineer May 23, 1963. Your approval of the order to include any work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb
Enc.

RECEIVED
JUN 7 - 1963

FOR FILING

I-5-[illegible]

6/26

8

June 6, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Minnesota Freeway Section
Pacific Highway
Multnomah County
Projects I-5-6(36)304 and
I-5-6(43)307

Dear Sir:

Herewith are additional data covering adjustment of the Portland General Electric Company's facilities in connection with construction on the subject projects consisting of:

1. Two copies of our Utilities Liaison Engineer's letters in explanation of materials submitted and negotiations with the Company.

2. Two copies of the supplemental and correction letter of our Staff Attorney, which establishes the obligation of the State to reimburse the Company for 30.84 per cent of the estimate.

3. Two copies of the estimate of cost.

4. Two copies each of property appraisals.

5. Two copies of the sketch showing the work to be done.

Verbalauthorization to proceed with the work as an emergency measure was given by Mr. Dec May 21, 1963. Your formal approval of the agreement and authorization to proceed with the work as of that date under the provisions of PPM 30-4 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

EEP:er

RECEIVED
JUN 19 1963
AG
FOR FILING

I-5-6(36)304

FORM [illegible]—90M—10-62 40823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 5, 1963

SUBJECT: Power Line Adjustment
Portland General Electric Company
Minnesota Freeway Section
Pacific Highway
Multnomah County
Projects: I-5-6(36)304 and
I-5-6(~~24~~ 43)307
Contract No. 6156

To: Mr. L. H. Young
Office Engineer

BUILDING

ATTENTION: Mr. D. B. Parkes

Herewith estimate, sketch map and supporting data for the relocation of a Portland General Electric transmission line crossing the Minnesota Freeway near North Schmeer Road. Also attached is a copy of our Staff Attorney's letter dated May 31, 1963, which rescinds his letter of April 16, 1963. (a conformed copy of Staff Attorney's letter of May 31, 1963, will be sent upon receipt from the power company).

A disagreement arose from the different appraisal values for the easements on which were located the anchors for the structures at Station 142+50. The difference in valuation affected the percentage figure for the State's participation in the total cost of adjustments. As explained in Mr. Cartwright's letter of May 22, 1963, a copy of which is attached, the contractor found it necessary to have access to this area by June 4, 1963. It was decided in order to expedite the relocation, the State would split the difference between the appraisals made by the Portland General Electric appraiser and the State's appraiser, copies of which are attached, and use the average appraisal to determine the percentage rate of the State's participation. This was done, as explained in more detail in the aforementioned letters from Mr. Cartwright and Mr. Hershberger.

We feel this was the most economical method of handling this relocation because the small extra cost would be only a fraction of the potential claims necessitated by delaying the contractor. The poles in question are located within 60-feet of the centerline which makes it imperative that they be moved before the contractor can continue his operations in this area.

Verbal authorization to proceed was granted by the Bureau of Public Roads

NOTED
LLOYD F. SHAW

as of May 21, 1963, after a discussion with Mr. Ted Dec.

Please send two copies of this letter and supporting data to the Bureau of Public Roads for their approval in the usual manner.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

FGP:bjh
Attachments

cc: L. P. Shaw
C. H. Maison
D. B. Parkes (2)
J. M. Cartwright

NOTED
LLOYD P. SHAW

RECEIVED
JUN 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-6(36) Minnesota Freeway Sec., Paci- 1962
304 fic Hwy. in Portland (Grad. &
#6156 Struc.) Folder #1

C9A
2544
RR594

RECEIVED
MAY 1 6 1963
FOR FILING

I-5-6([illegible])

6156

L, Sha

ON PDP 44 5-15-63 8:15 AM
F D MORGAN

TRAFFIC WILL START USING LOMBARD ST DETOUR ON MINNESOTA FWY TODAY.

A V BENEDICT
CO

RECEIVED
MAY 1 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 5 - 1963

FORM E-30 80M 11-61 40230

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1963

SUBJECT: Pavement Types
The Dalles Bypass and
Minnesota Freeway

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Portland cement concrete surfacing was designated for both The Dalles Bypass Section of the Columbia River Highway and the Minnesota Freeway Section of the Pacific Highway in the 104(b)5 Interstate Study.

In April of 1960 portland cement concrete was proposed for The Dalles Bypass Section as being desirable, and a design was made for this type surface. After consideration, this design was voided in favor of an asphaltic concrete surface. At that time considerable discussions were held concerning appropriate surface types. It has been recently agreed by all concerned to place PCC on The Dalles Bypass after a "waiting" period for settlements to occur. The section will be opened to traffic with a minimum type surfacing during this waiting period.

Portland cement concrete was proposed from the beginning for the Minnesota Freeway Section, with the heavy metropolitan traffic being an important factor.

Certain factors must be considered in weighing surfacing choices for the two sections, one against another.

On both sections extensive soil investigations were made to determine foundation conditions. At The Dalles the poorly consolidated layers were found to be on the order of 10 feet or less in depth. The deepest section (10 feet) past the Port of The Dalles building was removed before placing embankment material. While settlements are predicted they are generally expected to be under one foot, and should occur within a year or less. Observations of current grading operations encourage the belief that a stable roadway, capable of uniform support for PCC paving can be expected. With the stage construction planned, the PCC as placed should remain free of distortion due to settlement.

NOTED
LLOYD P. SHAW

PCC will be placed on the Minnesota Freeway on all but the northerly end (Station 90 to 174+50 approximate). Through this section of river deposited material our own extensive investigations, along with information from outside parties, reveal a definite foundation problem of extensive depth (70 feet plus). Settlements under the fills to be placed are estimated to be several feet. Counterbalances are called for to prevent fill failures. Surcharges will be placed to hasten settlements. In one location sand drains will be placed to protect a cemetery. Special filter material will be placed around pier excavation to minimize damage from "piping" due to hydrostatic pressures from substrata water pressures. Differential settlement of the embankment through this section can be expected over an indefinitely long period of time, even though the greater part should occur during construction. Distortion of existing Denver Avenue (with considerable less height of fill) is not encouraging. Repair of a curbed PCC surface through this section under the traffic volume, would be difficult. The decision not to use a rigid type surface through this section seemed wise.

In summary, the two sections can be compared as follows:

1. The Dalles Bypass will have low fills over shallow depths of compressible foundation material. Final settlement can be expected within a year or less. Stage construction with final PCC is feasible.

2. North end of Minnesota Freeway will have high fills over compressible materials of considerable depth. The end of final settlements cannot be predicted. A flexible type wearing course, of substantial thickness because of traffic volume, seems reasonable. This should be considered as a change, not from choice, but dictated by circumstances.

Pavement types as proposed in the Interstate Estimate will be noted on future "Project Base Design" reports.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:fp
cc R. L. Porter

RECEIVED
MAY 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Design 11

477 Cottage Street, N.E.
Salem, Oregon

[illegible]

Mr. E. H. French, Regional Engineer
Portland, Oregon

August 30, 1962

m CONSTRUCTION DIVISION
RECEIVED
MAY 1 1963

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

☐ ☐ ☐ ☐ ☐
COE

Justification for the selection of Pavement Types on Interstate Routes

Your August 27, 1962 memorandum requested information in connection with the above subject on which the State has furnished documentation.

Generally, if this office notes a variation in pavement type from that included in the Interstate Estimate, the State is requested to justify its action. Our files for Project I-5-1(22)50 contain such a statement from the State dated May 9, 1960.

A general policy statement regarding selection of pavement types was furnished in the State's June 8, 1960 letter which was transmitted to your office with our June 13, 1960 memorandum on the Revised 1961 Interstate Estimate.

Our May 14, 1962 memorandum on the Monthly Narrative Report - HPS 1(23) furnished your office with copies of the State's informal report "Cost of Portland Cement Concrete Pavement Compared with the Cost of Asphaltic Concrete Pavement".

Though not furnished to this office nor limited to Interstate routes, about a year ago the State adopted a modification in their practice somewhat along the lines suggested by the August 9, 1962 letter from the AASHO Executive Secretary. Attached are two "quick" copies of the State's "Project Base Design" summary for the Minnesota Freeway Section, Project I-5-6(36)304, with comments on pavement type selection. In this particular case, representatives of this office verbally requested the State to include in their documentation the reason for the change to AC from the PCC as proposed in the 1961 Interstate Estimate between Sta. [illegible] to 174+50 since the reason for the selection appeared to be somewhat inconsistent with the last paragraph on page 2 of the previously mentioned June 8, 1960 policy statement. However, obtaining such documentation was inadvertently overlooked when the P. S. and E. was approved recently. To prevent similar oversights in the future, we may suggest that the State's Assistant Construction Engineer have a check made of the pavement type proposed in the Interstate Estimate and include comments in the statement on the "Project Base Design" summary as to whether or not the same type of pavement is proposed.

Minnesota Freeway

Attachments

TD:rd

NOTED
LLOYD P. SHAW

original copy To Barbee
4-17-63

RECEIVED
APR 17 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

April 15, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.4-DA

Oregon Project I-5-6(36)304
State Force Order for Detour Lighting on
Killingsworth, N. Portland, N. Lombard St.

Reference is made to your letters dated March 26, 1963 and March 29, 1963 concerning subject orders.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State, through the city of Portland, has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

NOTED
LLOYD P. SHAW

original To Young
with attach.
4-17-63

Form A-103-5M

APPROVED
Contingent upon [illegible] of
project [illegible] additional
funds [illegible]
Date [illegible] By [illegible]
Title [illegible]
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 5

Project Name Minnesota Freeway Date March 20, 1963

Highway Pacific Contract No. 6156 F. A. Project No. I-5-6(36) 304

County Multnomah Prefix 626-1083 Account No. 274

Description of Work To Be Done:

Install lighting on North Portland Blvd. and North Lombard St. detour structures and remove same upon removal of detours.

Location by Station Numbers:

Detour over Minnesota Freeway at North Portland Blvd. and at Lombard St.

Estimate of Quantities and Costs:

Portland Blvd. - Labor	$402.00	North Lombard St. - Labor	$402.00
Materials . .	312.00	Materials . .	401.00
TOTAL	$714.00	TOTAL	$803.00

Amount shown on State Force Order #5 $305.00

GRAND TOTAL $1,822.00

Explanation: City of Portland to install lighting on the detour structures. This is requested by the City of Portland. City to do the work. Work has not been started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $3,942,841.28

Present estimate of project cost, including $1,517.00 for work under this order $3,942,841.28

Expected under-run over-run (amount) . . . . . . $None

Expected under-run over-run (per cent) . . . . . None

Space to right of this line is for use of Salem Office

Submitted by: /s/ James Don
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or ~~[illegible]~~

Approval Recommended: /s/ A. V. Benedict
Assistant Division Engineer

Approved: /s/ L. H. Young
~~[illegible]~~
~~[illegible]~~
Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
APR 11 1963
FOR FILING

I-5-6(36)304

6156

April 11, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9, covering sidewalk on north side of the Lombard Street Detour Structure on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156 in connection with Federal-Aid Project No. I-5-6(36)304.

The walkway planned on the Lombard Street detour is on the southerly side. For the safety of school children who must use the walkway it is necessary to construct it on the northerly side. This is covered in detail in the attached copies of the Metropolitan Engineer's letter and sketch.

This work has been verbally approved by the BPR District and Area Engineers and the Field authorized to proceed April 8, 1963. Your approval of the order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
APR 1 - 1963
FOR FILING

March 29, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 5-supplement covering lighting on N. Portland Blvd. and N. Lombard Street detours on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156 in connection with Federal-Aid Project No. I-5-6(36)304.

This supplemental order is for additional lighting on detour structures and is necessary for the safe movement of traffic. It is required by the City of Portland. The city will install the lighting and remove it when the detour is no longer in use.

The estimated amount of this order is $1,517.00 with Federal participation of $1,365.00.

This work was verbally recommended for approval by the BPR Area Engineer March 25, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
MAR 29 1963

FOR FILING

I-5-6([illegible]

6156

March 28, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8, covering the reshaping of a fill slope on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156 in connection with Federal-Aid Project No. I-5-6(36)304.

The fill under the east end of Structure A, Denver Ave.-Swift St. Interchange, had been made in accordance with plans. The structure plans have been revised to increase sight distance and to eliminate a retaining wall. This revision requires reshaping of the fill.

This work was verbally recommended for approval by the BPR Area Engineer March 25, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
MAR 27 1963
FOR FILING

I-5-6([illegible]

March 26, 1963

Mr. A. H. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 5, Account No. 274, covering lighting on Killingsworth detour on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156, in connection with Federal-Aid Project No. I-5-6(36)304.

Lighting the detour structures is necessary for the safe movement of traffic and is required by the City of Portland. The City will install the lighting and remove it when the detour is no longer in use.

The total estimated amount of this order is $306.00 with Federal participation of $274.00.

This work was verbally recommended for approval by the BPR Area Engineer February 18, 1963, and the Field authorized to proceed. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

9

RECEIVED
MAR 19 1963
FOR FILING

March 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering hardware for State-furnished barricades on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156, in connection with Federal Aid Project No. I-5-6(36)304.

The Special Provisions provide that the Type I barricades to be placed by the contractor under Item 64 shall be furnished complete by the State. When materials were taken to the job, it was found that, through a long period of storage, hardware is missing.

This order is to reimburse the contractor for furnishing the missing hardware. It was verbally recommended for approval by the BPR Area Engineer and the Field authorized to proceed March 7, 1963, as an emergency measure to expedite construction. Your approval to include that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
MAR 19 1963
FOR FILING

March 19, 1963

Portland General Electric Company
621 S. W. Alder Street
Portland 5, Oregon

Re: Relocation of 115 KV Transmission
Line at North Schmeer Road
Minnesota Freeway Section
Pacific Highway - Multnomah County
Project No. I-5-6(30)304

ATTENTION: Mr. Waldemar Seton

Gentlemen:

Your revised plan for the relocation of the 115 KV transmission line at N. Schmeer Road was received by Mr. Jack M. Cartwright, Field Utilities Liaison Engineer in Portland, on Wednesday, March 13, 1963. Mr. P. A. Gevin of Portland General Electric, was informed of this approval the same day.

The first plan for this relocation was received on August 3, 1962. This plan was rejected because the poles would fall in the side of our fill slope and within the Access Control Lines. The second plan for this relocation was not received then until December 13, 1962. This plan was rejected because of difficulty in giving access to power poles located between canals operated by Peninsula Drainage District #2.

Seven months have elapsed since the submission of your first plan, and time is now of the essence. Peter Kiewit Sons', the State's contractor, has requested access to the work area where the power lines now reside by April 15, 1963.

The State Highway Department and the contractor have allowed more than enough time for this relocation.

In order that the contractor will not be held from this work area, it is requested that Portland General Electric make every possible effort to relocate the conflicting transmission line structures by April 15, 1963.

Your cooperation in expediting this relocation will be greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

cc: G. E. Robertson - P.G.E.
C. J. Irelan - P.G.E.
F. A. Gavin - P.G.E.

L. P. Shaw
F. B. Klaboe
James Don
J. M. Cartwright

Peter Kiewit Sons' Co. - Vancouver

RECEIVED
MAR 1 9 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6156

March 15, 1963

City of Portland Water Engineers
City Hall
Portland 4, Oregon

ATTENTION: Mr. H. K. Anderson

Re: North Skidmore Water Main Relocation
Minnesota Freeway Section
Pacific Highway - Multnomah County
Project No. I-5-6(36)304

Gentlemen:

Your estimate and sketch map for the adjustment of the 24-inch water main on North Skidmore Street has been approved by the State and Bureau of Public Roads. You are hereby authorized to proceed with the work as of March 5, 1963.

Reimbursement for work performed subsequent to this date will be made subject to the provisions of PPM 30-4 and all supplements thereto.

You are requested to show credit for any portion of the old water main which is salvaged on your final bill.

You are also requested to contact Mr. E. E. Johnston, District Maintenance Superintendent for District 1C, 5821 N. E. Glisan Street, Portland 13, Phone 235-1266, in regard to obtaining a permit for crossing State Highway right of way.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

LLOYD P. SHAW

TWL:bjh

cc: L. P. Shaw
A. W. Parsons
L. H. Young
C. H. Maison
F. B. Klaboe
James Don
E. E. Johnston
J. M. Cartwright

RECEIVED
MAR 1 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 7 - 1963

FOR FILING
[illegible]
615a

477 Cottage Street, N. E.
Salem, Oregon

March 5, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

08-35.2-0

By: D. R. Lovejoy
Acting District Engineer

Oregon Project I-5-6(36)304, Minnesota Freeway Section
City of Portland Water Line Utility Adjustment

Our memorandum dated July 17, 1962 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

The agreement between the above-mentioned City and the State Highway Commission dated July 28, 1961 covering utility adjustments and traffic control measures was approved by this office on December 6, 1961. We now approve the plans and estimate for that portion of city-owned adjustments within city limits furnished with Mr. Young's letter dated March 4, 1963. Our memorandum dated September 11, 1963 authorized you to proceed with the remainder of the water line adjustment.

Our program memorandum dated July 17, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned city-owned utility adjustments effective on this date. Credit shall be given for any portion of the old water line that is salvaged. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

NOTED
LLOYD P. SHAW

Original To Young
3-7-63

RECEIVED
MAR 4 - 1963

FOR FILING

I 5 4

6156

March 4, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Minnesota Freeway Section
Pacific Highway
Multnomah County
Project No. I-5-6(36)304

Dear Sir:

Herewith are two copies each of the estimate and sketch prepared by the City of Portland Bureau of Water Works covering adjustment of the 24" water main in connection with construction on the subject project. These data cover Item No. 27 of the original estimate submitted previously and are supplemental to it.

Approval of this portion of the agreement and authorization to proceed with the work under the provisions of PPM 30-4 are requested.

In your letter of September 11, 1962, approving adjustment of the 24" water line, this portion was deferred pending submission of detail estimate.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
FEB 21 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I 5-6(36)304
6156

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 20, 1963

Union Pacific Railroad Co.
2525 N. Larrabee Ave.
Portland 17, Oregon

Att: Mr. G. H.Baker, Supt.

Re: Columbia Blvd. & U.P.R.R. O'xing
Minnesota Freeway Section
Pacific Highway
Multnomah County Bridge No. 8882

Dear Sir:

Inclosed find four sets of completed plans and specifications for the above job.

Specifications requiring contractor to protect railroad property are found on pages 16 through 31 of the Special Provisions.

These are submitted for your consideration and approval. I would appreciate an early review of these documents and the return of one set of each with your approval noted thereon if these documents are satisfactory.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:al
Encl.

CC: T. W. Litchfield, Construction Dept.
✓ P. M. Stephenson

Mr. R. M.Brown, Dist. Eng.
829 Pittock Block
Portland 17, Oregon

RECEIVED
FEB 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

RECEIVED
FEB 26 1963

FOR FILING

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

SHAW

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

FEBRUARY 20, 1963

(File Ref. D 322 - 0 - 15)

Mr. James Don,
Resident Engineer
Oregon State Highway Department
5821 N. E. Glisan
Portland 13, Oregon

Dear Sir:

Minnesota Freeway Project,
FAP No. I-5-6 (36) 304

Thank you for furnishing us a copy of letter dated February 14, 1963, received by you from the State's sewer subcontractor, Mr. George W. Lind, concerning his allegation that all sewer construction work has been completed on Railroad property in connection with the above-captioned project and there will be no further need for inspection by the Railroads' Engineering Inspector.

Undoubtedly you are aware as well as we, that the subcontractor has not completed his cleanup and restoration work on our Companies' property to date. We find that there is debris remaining from the subcontractor's operations on the property; also the Railroads' fencing and embankment slopes which were disturbed by his work, have not been completely restored. Therefore, it is necessary that a check be made by the Railroads' Inspector to insure that the aforementioned items will be taken care of satisfactorily.

In addition to checking the above-mentioned matters, it will be necessary that we keep a close watch for any settlement which may result from the sewer excavation work. Consequently, the Railroads' Engineering Inspector will continue checking this project as required, at the expense of the State.

We presume that you are familiar with the Railroad-State agreement dated August 9, 1962 covering this Freeway project. However, we would like to point out that Section 3 (g) of the agreement provides that the Railroads will furnish such engineering, inspection, watchman, flagman and other protective services as in the judgment of the Railroads may be necessary to protect their property and operations, and the State will reimburse the Railroads for so doing.

In view of the above, we will appreciate receiving copy of the State's reply to Mr. Lind's letter.

Yours very truly,

G. H. Baker

G. H. Baker

cc: Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

TED
LOYD P. SHAW

RECEIVED
FEB 2 [illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 2 [illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 13 1963
FOR FILING
6156

477 Cottage Street, N. E.
Salem, Oregon

February 11, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project I-5-6(36)304
Minnesota Freeway Section
Railroad Agreement

Mr. Young's February 1, 1963 letter transmitted two copies of supplemental agreement, dated November 1, 1962, File No. 32495, with the Union Pacific Railroad Company, relative to the subject project. The original agreement, dated August 9, 1962, File No. 32495, was approved by this office on January 4, 1963.

The supplemental agreement provides for the construction and use of a temporary haul road over and across the railroad tracks and right of way. This haul road is for the convenience of the contractor on the subject project and therefore, the supplemental agreement is approved with the understanding that there will be no Federal participation in the cost of the work to be performed under said supplemental agreement.

RECEIVED
FEB 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
2-13-63

NOTED
LLOYD P. SHAW

RECEIVED
FEB 1 - 1963

FOR FILING

I-5-6([illegible]

[illegible]

February 1, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of supplemental agreement, dated November 1, 1962, File No. 32495, with the Union Pacific Railroad Company, relative to the construction of the Minnesota Freeway Section, Project No. I-5-6(36)304 and RR O'Xing (Station 172+44).

The original agreement, dated August 9, 1962, File No. 32495, was forwarded to your office by our letter of December 19, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mmb

RECEIVED
JAN 29 1963
FOR FILING

I-5-6([illegible]) 4

6146

January 28, 1963

Mr. G. H. Baker, Superintendent
Union Pacific Railroad
2525 North Larrabee
Portland 17, Oregon

Dear Mr. Baker:

Enclosed are three copies of a map and profile showing revised alignment for a storm sewer installation in the vicinity of N. E. Columbia Boulevard and an extension of Minnesota Avenue.

I understand that the jacking operation where the 30-inch sewer crosses the Union Pacific spur track has been satisfactorily arranged at the Metropolitan Division level and all that is required by your office is a record of the revised alignment as it affects the 42-inch concrete pipe through the Columbia Boulevard grade separation with your tracks.

If you need more information or further documentation of this, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Encl.

cc Lloyd P. Shaw
F. D. Morgan (with map)
F. B. Klaboe (with map)

LPS:ajw hlb

FORM E-30 80M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1963

SUBJECT: Jacking 30" CMP under Railroad Spur. Columbia Boulevard Minnesota Freeway

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

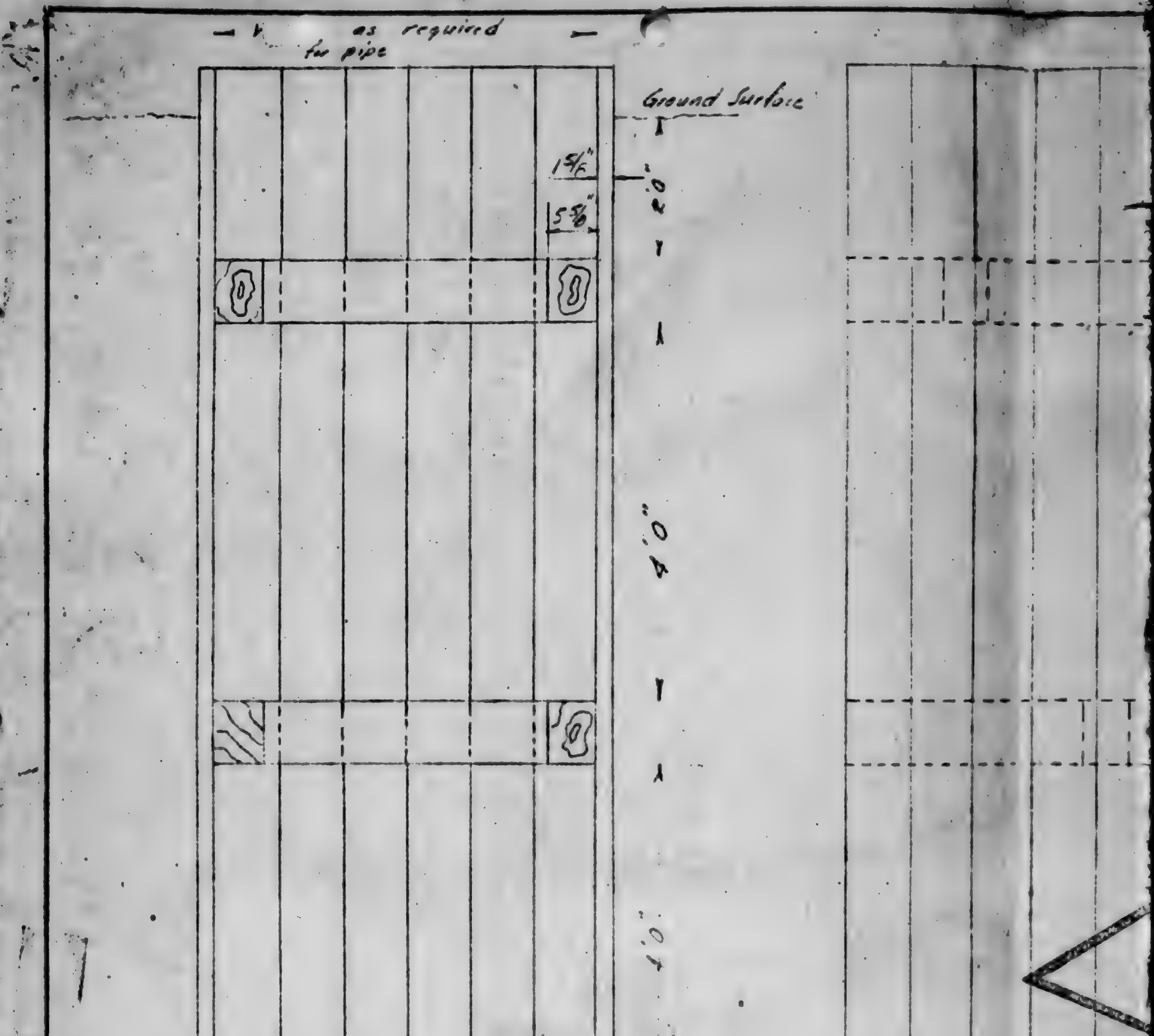
I am sending herewith a copy of a map on which is shown the location for the subject jacking operation relative to the railroad spur, and a cross-section showing the location of the shoring and open ditch relative to the railroad spur center line. Also included is a copy of the shoring detail which will be necessary for the jacking operation. This jacking operation is proposed by George W. Lind, subcontractor on this project.

Also shown on the sketch map is a revision of the 42-inch concrete sewer as it crosses under the railroad structure over North Columbia Boulevard. The Railroad wishes to have this revision covered by an agreement with the Highway Department and the Union Pacific Railroad Company.

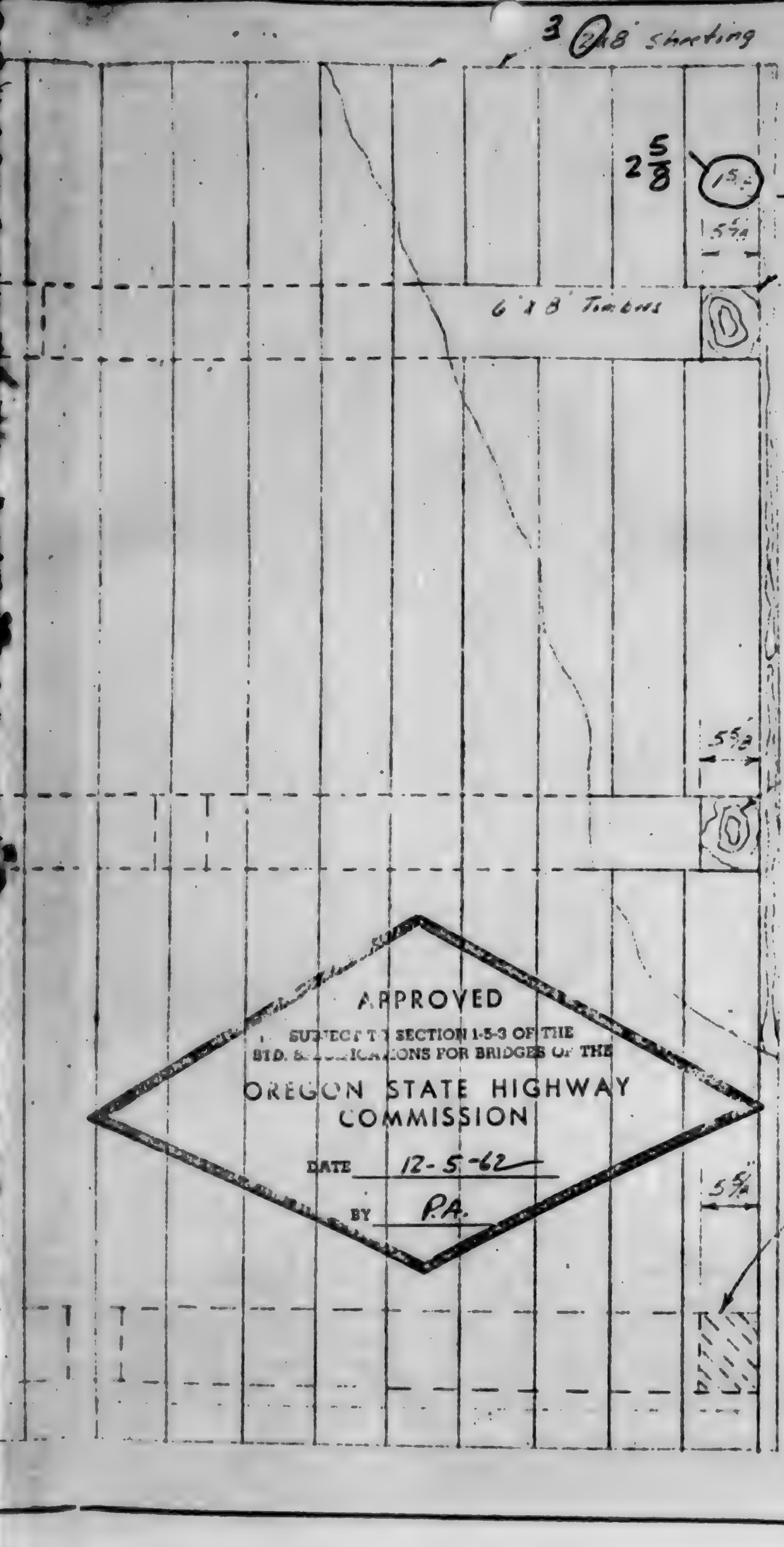
Please get the necessary clearance from the railroad people so that the contractor may proceed with his operations as soon as possible.

F.D. Morgan
Construction Engineer

GKA:jp
Attach



"K & E Albanene 195 L"



2" Sheeting limited to excavation depth of 13'0" with detailed timbers, strut, & waler spacing.

6" x 8" Cross Braces
Approx. 6'5" max sp. measured longitudinal with ditch.

Note:
Full [illegible] surcharge assumed
$h_s = 6.6'$

SHAFT OR DITCH TIGHT SHEETING FOR EXCAVATION IN CLOSE PROXIMITY TO R.R.

UNION PACIFIC RAILROAD CO.
APPROVED: Date DEC 27 1962
W.E. Dowling
FOR CHIEF ENGINEER

Proposed by
GEO. W. LIND
for Minnesota Freeway
approximate Sta.
L 172+00

APPROVED
SUBJECT TO SECTION 1-5-3 OF THE
STD. SPECIFICATIONS FOR BRIDGES OF THE
OREGON STATE HIGHWAY
COMMISSION
DATE 12-5-62
BY P.A.

6"x8" struts @ 5'9" ctrs max.

Copyright 1941 by McGraw-Hill

NAME
FILE NO. DATE
DIVISION
DRAWING
GRADE 0 5 6 7 8 9 10 1/2

RECEIVED
JAN 21 1963
FOR FILING

Salem, Oregon
January 21, 1963

Mr. L. I. Lindas
Chief Counsel
BUILDING

Attention Mr. J. H. Hershberger

Herewith the fully-executed copy of a supplemental agreement with the Union Pacific Railroad Company covering the haul road crossing of the company's Kenton Line in connection with the Minnesota Freeway project.

Will you please make such copies as you need and then forward the agreement to Mr. Query for filing.

R. L. Porter
Deputy State Highway Engineer

attachment

cc Mr. Floyd Query

ms

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

JANUARY 16, 1963

File Ref. D 322 - 0 - 15

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Sir:

Attached is State's fully-executed counterpart of supplemental agreement dated November 1, 1962, covering haul road crossing the Railroad's Kenton Line near Portland in connection with the Minnesota Freeway project, FAP No. I-5-6(36)304.

We are also attaching a transparency of Exhibit "C" print accompanying the supplemental agreement, for your use in making extra copies as desired.

Yours very truly,

encs.
(C.D. No. 47019-A)

NOTED
R. L PORTER

RECEIVED
JAN 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 21 1963

FOR FILING

January 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering a tack coat on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156, in connection with Federal-Aid Project No. I-5-6(36)304.

Placing a tack coat on A.C. paving is included in the contract as an extra work item. The amount of $200 for the work is included in the Project Authorization.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
JAN 21 1963

FOR FILING

January 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering the State's share of flagging costs on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156, in connection with Federal-Aid Project No. I-5-6(36)304.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

RECEIVED
JAN 21 1963
FOR FILING

January 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering directional signing on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156, in connection with Federal-Aid Project No. I-5-6(36)304.

This work is necessary for the direction and guidance of traffic during construction. Funds are included in the project authorization to cover the work.

This order does not include warning signs, lights and barricades required of the contractor for the protection and safety of traffic and workmen.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
JAN 21 1963
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR
LEONARD I. LINDAS
CHIEF COUNSEL

5821 N. E. Glisan Street
Portland 13, Oregon
January 17, 1963

Mr. George G. Heglie
4214 N. Missouri Avenue
Portland, Oregon

Dear Mr. Heglie:

We, since our last correspondence of January 4, 1963, have checked the field conditions on the street closure in front of your home on Missouri Avenue.

The conditions were found to be essentially as we had originally thought them to be. We have made some minor changes in our original design which are shown on an enclosed sketch map. A portion of the street in front of your house will be widened and constructed into the shape as shown colored in red. The sidewalk in front of your home will be left intact and a new curb placed adjacent to it.

We trust this information will be satisfactory, and even though some minor inconvenience will occur during the construction period, we believe that it will be satisfactory to you and your neighbors when completed.

Very truly yours,

F. B. Klaboe
Metropolitan Engineer

Jay B Boyd

By: Jay B. Boyd
Metropolitan Office Engineer

NOTED
LLOYD P. SHAW

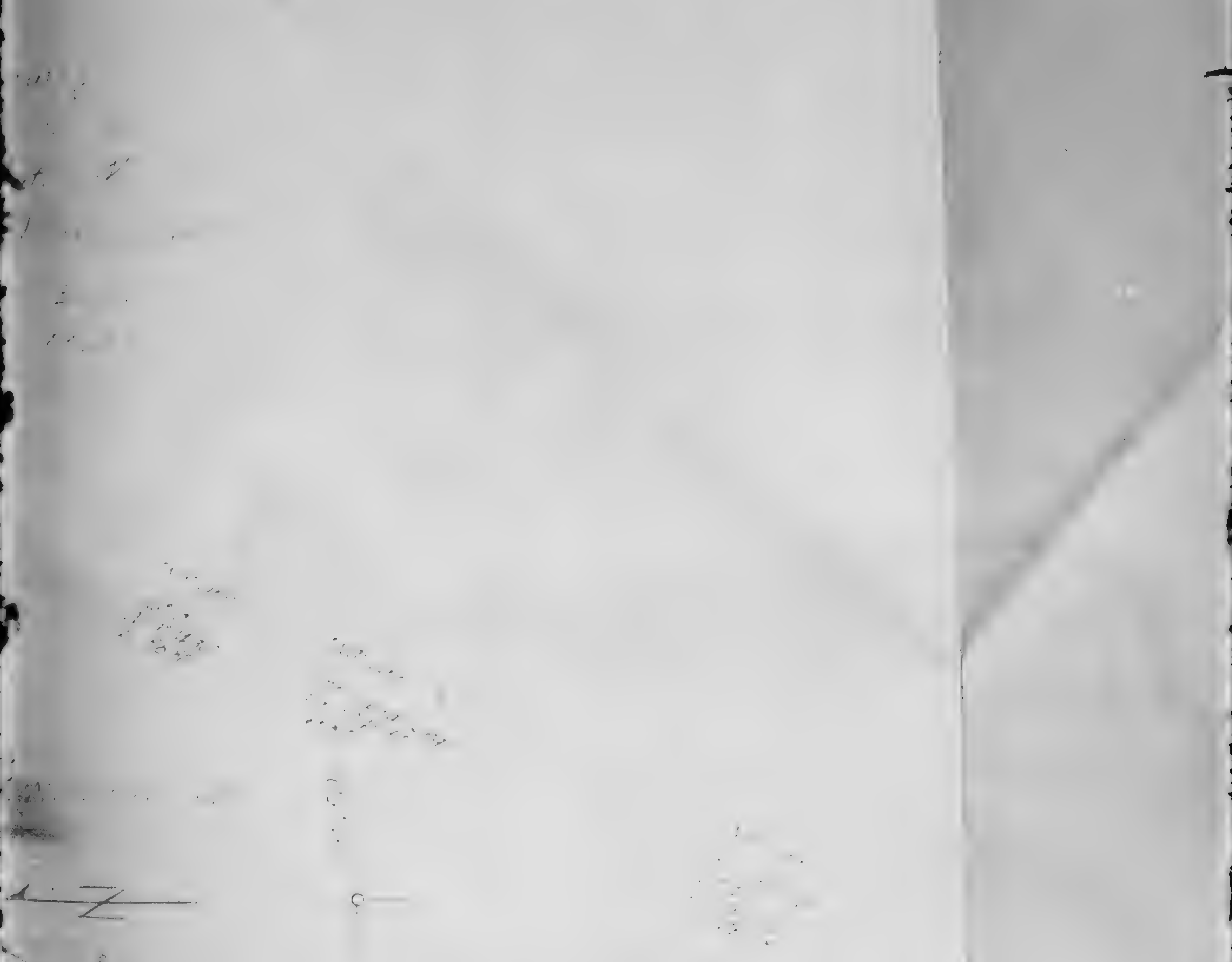
JBB:sb

Enclosure

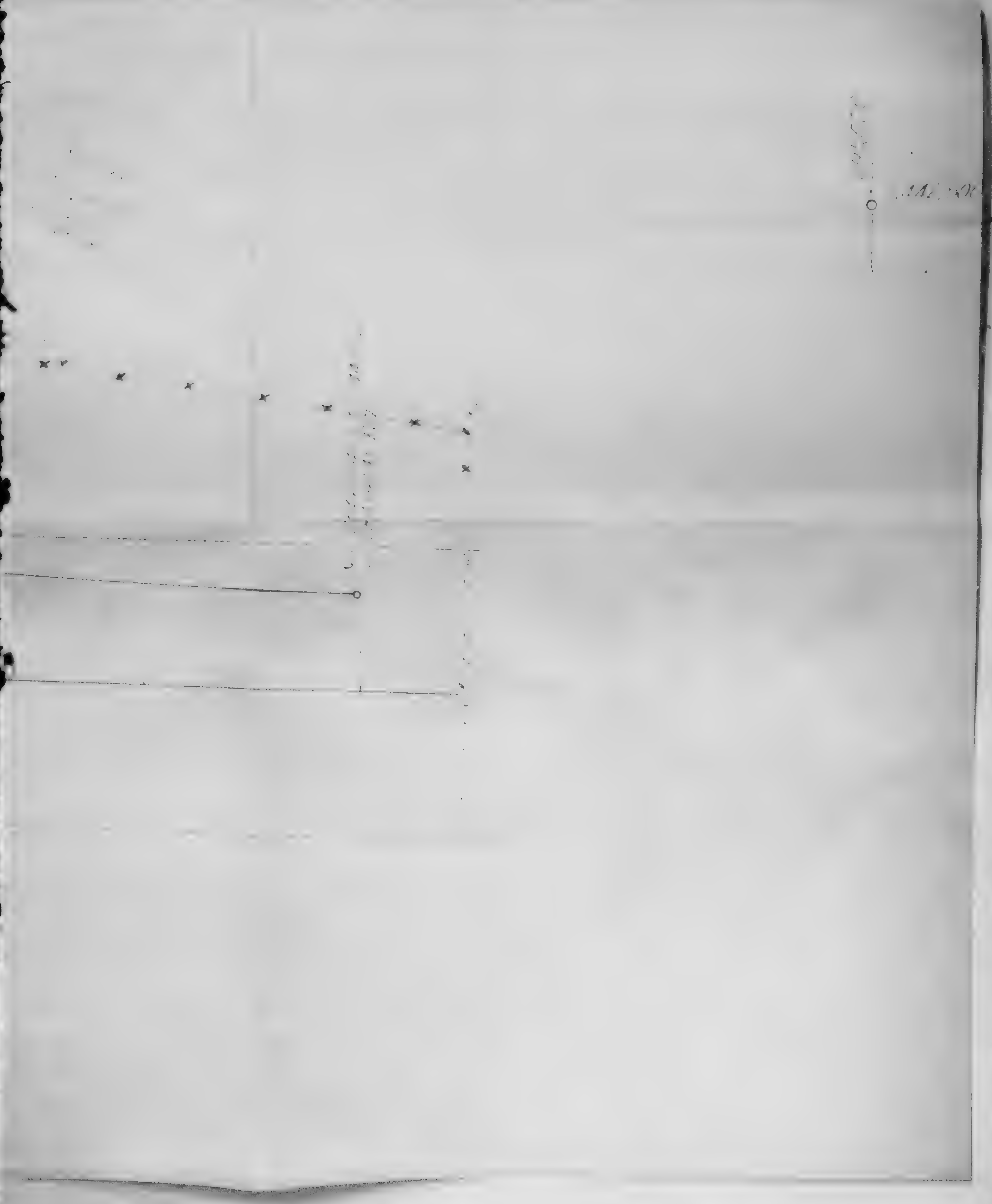
cc: Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. Luther Freeman
Mr. James Don

RECEIVED
JAN 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

20° Rev curves



20° Rev curves
185 feet ... 20° Rev...



[illegible] CONTRACT # [illegible]

[illegible]

[illegible] PSP 36 1-14-63 10:09A

[illegible] BECKER

PLS REFER TO MY LETTER 1-11-63 [illegible] FYI TRANSMITTING PRINTS AT [illegible] ST. SECOND PARAGRAPH IN ERROR ON RULING OF [illegible] NO ACTION BEYOND [illegible].

[illegible] BENEDICT

cc Copies to Freeman
Don
Cartwright

NOTED
LLOYD [illegible] SHAW

State of Oregon
Highway Dept
Mr F.B. Klaboe

Writing regarding my property 4214 N Missouri Av Lot 6 Blk 10 Your Engineers layot regarding Missouri Av ending at Middle of my lot also takes abeut half of sidewalk of which I hade to put in new section few years ago this leaves me with no Street parking narrow Sidewalk besides some handicap it is my believe it will devolue property some

So far noone have notifed us I will thank you to give this your attention please

Portland Ore 12/26/62
Geo G Heglie
4214 N Missouri Ave

Portland 13, Oregon
January 11, 1963

Minnesota Freeway Section
Pacific Highway
Contract: 6156

Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem 10, Oregon

ATTENTION: Mr. C. L. Decker

I am transmitting herewith two prints of the area at Skidmore Street where special problems have arisen in connection with access to property on Missouri near Skidmore and the ten inch sewer relocation in the same area.

~~The Legal Division has ruled that we are within our rights in constructing a turnaround in accordance with the plans~~ (Sh. 14A). To minimize the complaint, however, we propose to construct an odd-shaped turnaround as indicated on the print.

A sewer revision has been constructed as indicated on the sketch, in accordance with the plans. Slopes, as staked, fall quite close to the right of way line which precludes leaving a 20-foot strip for maintenance. Lloyd Shaw is familiar with both these problems and has discussed the access fence setup with the Bureau of Public Roads and obtained tentative approval for the layout as shown. Bureau people thought the sewer inside the fence would be O.K. as long as the manholes are outside. It is to be noted that an eight inch water main relocation is still to be placed in the same area.

Please advise if these changes meet with your approval.

A. V. Benedict
Assistant Metropolitan Engineer

AVB:mb

Enclosure

cc: Mr. Luther Freeman
Mr. James Dunn
Mr. Jack Cartwright

LLOYD P. SHAW

RECEIVED
JAN 16 1963

FORM E-30X—50M—5-63 43909

FOR FILING

6156

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1963

SUBJECT: Minnesota Freeway Section
Pacific Highway
Contract No. 6156

To: Mr. F. B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

ATTENTION: Mr. A. V. Benedict

This office has no objections to construction of the turnaround and revision of the sewer line as outlined in your letter and sketch of January 11, this being in the area of Skidmore and Missouri Streets.

Mr. Shaw confirms a recent discussion concerning this matter with Gordon Brooks and H. A. Scheil of the Bureau of Public Roads. We should go on record with the City to the effect that any future maintenance of the sewer line should be from street level only.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

GLD:bjh

cc: Lloyd P. Shaw
A. W. Parsons (w/ sketch)

NOTED
LLOYD P. SHAW

RECEIVED
JAN 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 17 1963

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1963

SUBJECT: Minnesota Freeway Section
Contract No. 6156
Jacking 30-inch Corrugated
Metal Pipe under U.P. Tracks

To:

Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

I transmit herewith correspondence from Mr. A. V. Benedict, Assistant Metropolitan Engineer, regarding the proposal of the subcontractor, George W. Lind, for the above-mentioned project to jack the 30-inch corrugated metal pipe under the Union Pacific tracks near Station 171. A copy of Mr. Lind's proposal is attached hereto.

I believe it is the past policy of the Department to submit proposals of this kind through Mr. G. S. Paxson for proper handling with the respective railroads.

F D Morgan

F. D. Morgan
Construction Engineer

FDM:fp

Enc.

cc F. B. Klaboe

See note on bottom of
Benedict's letter.

NOTED
LLOYD P. SHAW

Klaboe handling it [illegible] 1-17-63

FORM E-30 20M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
January 9, 1963

SUBJECT: Minnesota Freeway Section
Pacific Highway
Contract: 6156

To: Mr. Frank D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon

Transmitted herewith is the original letter from George W. Lind, sewer subcontractor on the subject project, proposing to jack a 30" corrugated metal pipe under the Union Pacific tracks near Station 171. There has been considerable delay in approval of materials and methods which Mr. Lind has proposed for shafts, tunneling, etc. You will note that he is planning to do this work between January 14 and January 18.

Please attempt to expedite railroad approval of this method. I have talked to Mr. Tabor of the Union Pacific Railroad and he is of the opinion that he could get telegraphic approval upon receipt of this letter through proper channels.

A.V. Benedict
A. V. Benedict
Assistant Metropolitan Engineer

AVB/cp

Enc.

CC: Ivan Merchant
James Don

Tabor advises permit has been secured from U.P. and contractor at work 1-16-63
Shaw

M

RES. PHONE, ATLANTIC 4-7828
OFFICE, ATLANTIC 2-3077

Geo. W. Lind
GENERAL CO
5000 N. E. KILLI
PORTLAND 13, ORE

January 9, 1963

Mr. James Don, Resident Engineer
5821 N. E. Glisan Street
Portland 13, Oregon

Re: Minnesota Freeway Section
F.A. No. 1-5-6 (36) 304
SC 6156

Dear Sir:

Because of requirements by the Railroad as to timber sizes and State Highway requirements as to using creosoted lumber in the proposed tunnel under the Railroads spur tracks on the above referenced project, we have decided to go to a jacking method of installing the 30 inch corrugated metal pipe. This is in accordance with the Special Provisions, page 22 paragraph 2.

Shafts, the timbering of which has been previously submitted and approved, will be installed on the north and south sides of the spur tracks involved. From the northern shaft the pipe will be jacked.

Our procedure will be to use two forty ton jacks or larger for pushing the pipe while excavating at the face to the outside neat dimensions of the pipe. Excavation will only proceed ahead of the pipe a very short distance to preserve the ground stability, and the pipe will be jacked against the face or very close to it at all times.

The method will follow that used in jacking under the Union Pacific Main line tracks for the 36 inch outfall installed by us at Irving Street extended on the East Bank Freeway Project.

Mr. Frank Dennis of the Union Pacific Railroad was representing the Railroad for this prior work and is very familiar with the operation.

We are planning to start our shafts during the week of January 14 to January 18, and would appreciate your forwarding the information as to method and time of operation to the Union Pacific Railroad Co.

Yours truly,
Geo. W. Lind

By Geo. Lind, Jr.
sup't

RECEIVED
JAN 4 1963

FOR FILING

6126

3

January 3, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Minnesota Freeway Section
Pacific Highway
Multnomah County
Project No. I-5-6(36)304

Dear Sir:

Herewith are two copies each of letters from the City of Portland, Field Utilities Liaison Engineer and the sketch covering the relocation of two water meters not included in previous estimates in connection with construction of the subject project.

The relocation of two meters ahead of the "blow out" gate has been deemed necessary for the proper use of the meters.

Inclusion of this additional work in the agreement as previously submitted and approved under the provisions of PPM 30-4 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
DEC 27 1962
FOR FILING

December 27, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering adjustment of city water lines on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156, in connection with Federal-Aid Project No. I-5-6(36)304.

It is necessary to excavate a trench for a 24-inch water line. The city does not have the equipment to do this work and had proposed to contract it out. The State's contractor will do this on an extra work basis which appears to be a better solution than having another contractor on the project.

The adjustment of city water line was authorized as an anticipated item.

This work was verbally recommended for approval by the BPR Area Engineer, December 21, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
DEC 20 1962
FOR FILING

I-5-6(36)304

[illegible]

December 19, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2-Supplemental, covering overrun in backfill of the 42" sewer on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156, in connection with Federal-Aid Project No. I-5-6(36)304.

The original order covering this work was approved by the BPR November 26, 1962, in the amount of $2,000.00. This amount is insufficient and this order in the additional amount of $3,000 is submitted to cover the estimated overrun. It has been recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
DEC 10 1962
FORM E-30X—50M—5-62 43909
FOR FILING

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6146

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1962

SUBJECT: **Relocation of 24-inch water main**
at North Skidmore Street
Minnesota Freeway Section
Pacific Highway - Multnomah County
Project: I-5-6(36)304

To: Mr. J. M. Cartwright
Field Utilities Liaison Engineer
State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

We have received approval from the Bureau of Public Roads for the use of Alternate #5 for the relocation of the 24-inch water main crossing at North Skidmore Street on the subject project. This Alternate #5 is the one referred to in your letter to me dated November 15, 1962, and in the letter from Mr. Rear to Mr. Anderson of the Bureau of Water Works dated August 21, 1962.

Please inform the City to proceed with the preparation of an estimate on this basis.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

cc: R. L. Porter
L. H. Young
F. B. Klaboe
I. D. Merchant
James Don

NOTED
LLOYD P. SHAW

RECEIVED
DEC 11 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
DEC 13 1962

FOR FILING

6156

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Dec. 10, 1962

SUBJECT: Minnesota Freeway Section
Pacific Highway
Contract No. 6156
Fire Damage to Outfall Sewer

To: F. D. Morgan
Construction Engineer

Attention G. L. Decker

As requested by your inter-department letter of December 5, 1962, this is to advise that it is our opinion that it was proper to advise the contractor that responsibility for the above damage lies with him.

This damage appears to fall within the express provisions of Article 1.7.21 of the Standard Specifications, holding the contractor responsible for any injury or damage to the work or any part thereof from any cause whatsoever. See also the final paragraph of Article 1.7.16.

The above contract provisions expressly cover this situation, and we are aware of no legal reason why they should not be enforced in this case.

ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

cc: L. P. Shaw
F. B. Klaboe
L. I. Lindas

NOTED

TED
LLOYD P. SHAW

RECEIVED
DEC 12 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 7 1962
FORM E-30X—50M—5-62 43909

6156

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1962

SUBJECT: Minnesota Freeway Section
Pacific Highway
Contract No. 6156

To: Mr. L. I. Lindas
Chief Counsel

OFFICE

ATTENTION: Mr. Frank C. McKinney

Early in the afternoon of December 1, the Portland Fire Department was called to extinguish a fire in the 54-inch outfall sewer which empties into Columbia Slough, and crosses the "CL" line at Station 150 (See Sheet 8 S-B of construction plans).

This sewer pipe is newly installed, asphalt coated and not yet in service. It is assumed a man-made fire in the outlet end got out of control, ignited the asphalt coating, and aided draftwise by open step manholes, burned the coating from approximately 420-feet of the pipe. Extent of damage has not been determined.

The contractor has been advised that responsibility in this case lies with him. Will you please supply a legal opinion.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

NOTED
R. L. PORTER

CHB:bjh

cc: L. P. Shaw
F. B. Klaboe

RECEIVED
DEC 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 6 1962
FOR FILING
I-5-6([illegible]) [illegible]
[illegible]

RR-602

December 5, 1962

Mr. G. E. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Minnesota Freeway
R/W File 34212

I return herewith duplicate copies of the permit for the pipeline crossing through the Albina yards in Portland. These are signed by the Highway Commission and now bear the Commissioners' initials on the special provisions. Will you please have these permits completed by your company and return one copy to us.

It would be appreciated if you would furnish us with ten copies of the drawing "Exhibit A" so that proper distribution can be made in our organization.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
bc Mr. Forrest Cooper
Mr. L. I. Lindas
Mr. F. D. Morgan
Mr. F. B. Klaboe
Mr. Floyd Query

RECEIVED
NOV 14 1962
FOR FILING

Corr.
Proj.
Muni - Portland
Interstate

November 14, 1962

Oregon State Highway Commission

Gentlemen:

East Bank-Fremont Interchange
Minnesota Freeway
R/W File 34212

There will be before you at the November 20 Commission meeting a pipeline crossing agreement with the Union Pacific Railroad Company covering the installation of a drainage sewer through the Railroad's yards at Albina in Portland.

The agreement is in acceptable form and your approval and execution is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
Victor D. Wolfe

GSP:ms bbc

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

D. F. WENGERT
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

March 14, 1962

C 322-0-28

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to your request for permission to install an outfall storm sewer through the Railroad's Albina Yard in the location indicated on the attached print to handle drainage from the interchange between proposed Minnesota Freeway and proposed Fremont Bridge in the vicinity of N. E. Union Avenue:

The State is hereby authorized to enter upon Railroad's right of way for the purpose of installing this storm sewer upon the condition that the State will execute our customary form of pipeline agreement when presented. This is not an easement instrument but is our usual form utilized in arrangements of this type which will include provisions for usual insurance and for reimbursement by the State to the Railroad for any expense incurred by the latter.

Before entering upon Railroad's property under the permission hereby granted, the State shall furnish or cause its contractor to furnish the Railroad Company with public liability and property damage insurance with maximum limits of not less than $250,000/$500,000 in each category in form satisfactory to the Railroad Company.

For your information, proceedings are in progress relating to vacation of some of the streets and alleys under which the State's pipeline will pass, some of which vacated areas will revert to the Railroad as an abutting property owner.

We understand Linde Co. - Division of Union Carbide Corp. and Mecca Restaurant are other abutting property owners to which other vacated areas may revert. The permission herein granted applies to such property as will revert to the Railroad as well as to any of the Railroad's presently existing right of way or franchise areas to be crossed by the State's pipeline, all of which will be made a part of the agreement to be prepared.

Please indicate your acceptance of the foregoing conditions by signing in the space provided and return the carbon copy of this letter for my file.

Very truly yours,

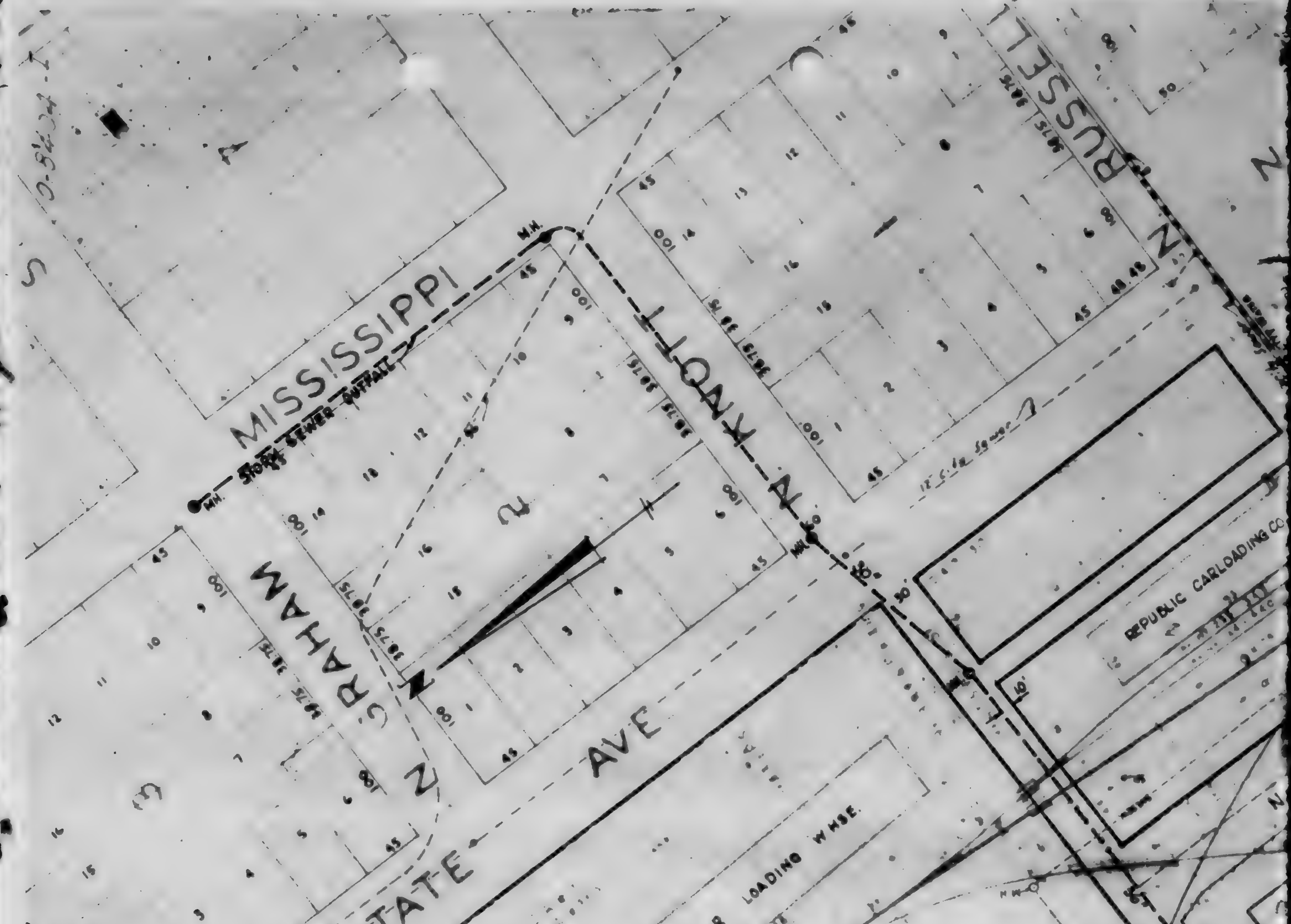
DHWengert

Accepted this 15th day
of March, 1962.

STATE OF OREGON

By
Dept, State Highway Engineer

RECEIVED
MAR 15 1962
OREGON
STATE HIGHWAY COMMISSION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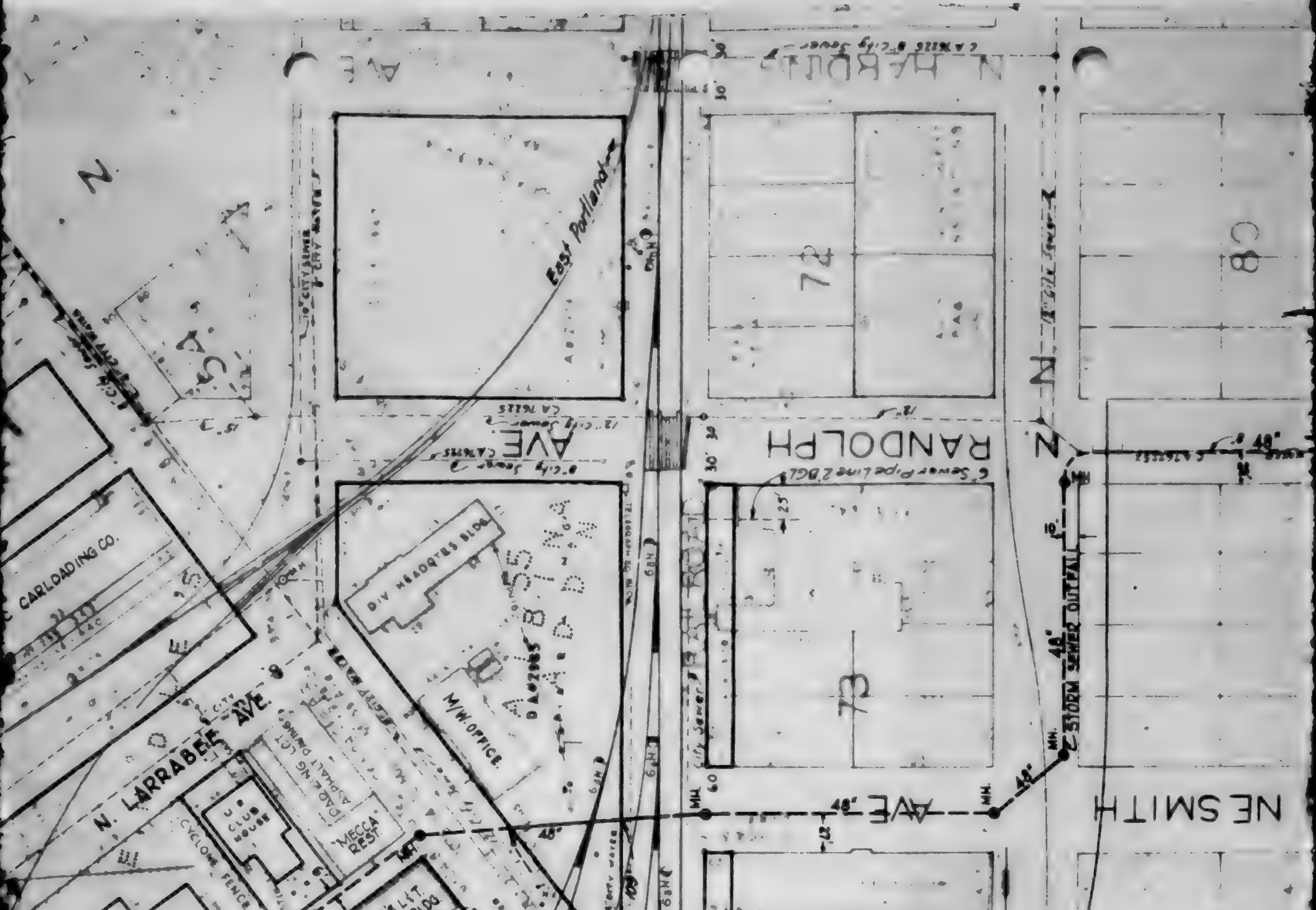
N KNOTT
N RUSSELL
N GRAHAM
N INTERSTATE AVE
NAT'L CAR LOADING WHSE.
REPUBLIC CARLOADING CO.
FREIGHT HOUSE OFFICE
FREIGHT HOUSE
St. Johns Jct.
City Interceptor Sewer
12" S. Sewer



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Proposed Stor
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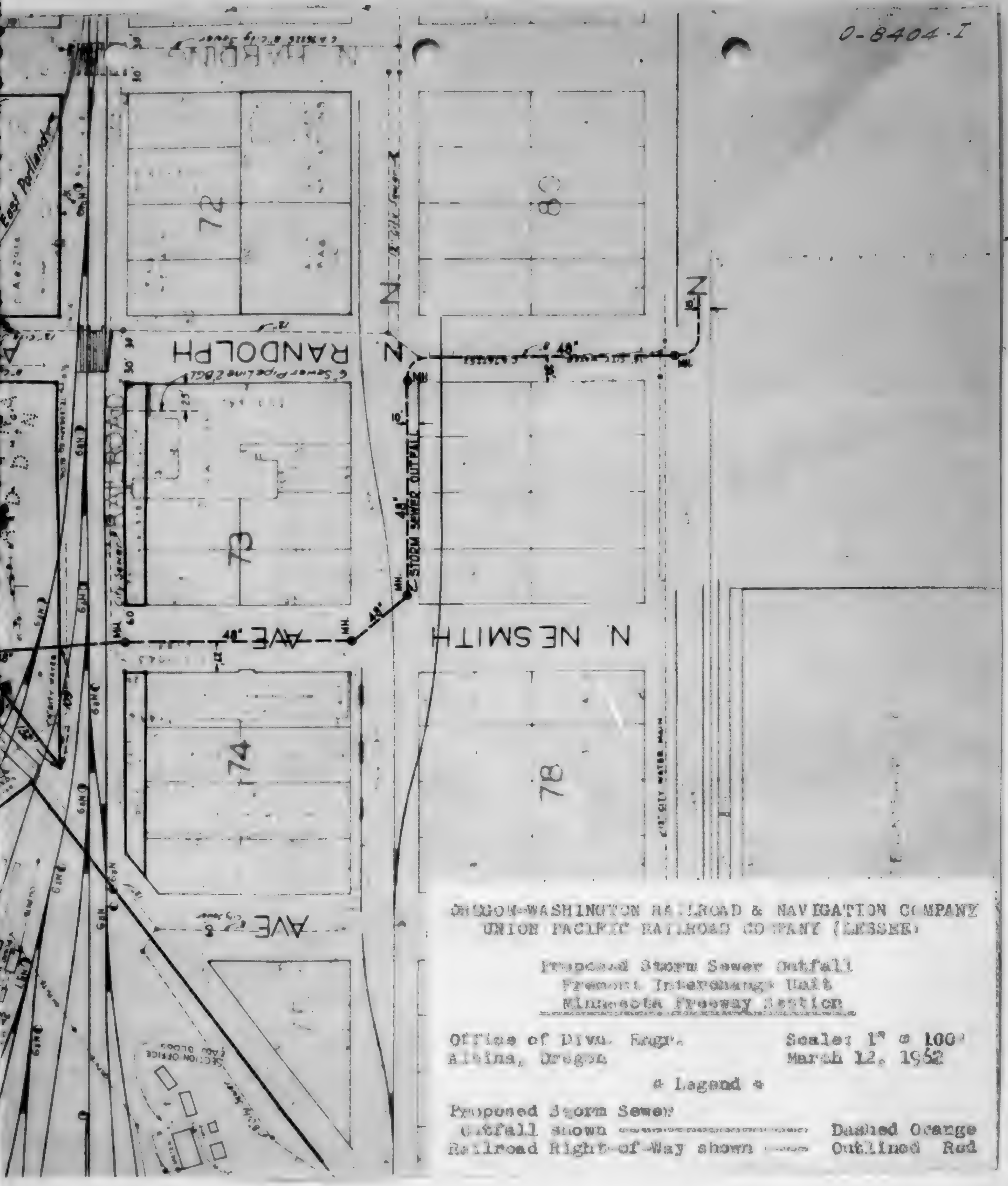

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
UNION PACIFIC RAILROAD COMPANY (LESSEE)

Proposed Storm Sewer Outfall
Fremont Interchange Unit
Minnesota Freeway Section

Office of Divn. Engr. Scale: 1" = 100'
Albina, Oregon March 12, 1962

* Legend *

Proposed Storm Sewer Outfall shown ———— Dashed Orange
Railroad Right-of-Way shown ——— Outlined Red

RECEIVED
APR 26 1962
FOR FILING

Corres
Project
Muni

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JANUARY 3, 1962

(File Ref. D 322 - 0 - 15)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Referring to your letter of November 28, 1961 regarding your proposal to construct 48-inch corrugated-metal pipe storm sewer which will cross our Albina Yards in the vicinity of Interstate Avenue and Knott Street and handle drainage from the Minnesota Freeway:

On December 29, 1961, Messrs. Bennedict, Sturmer and Peterson from your offices in Portland, met with our Engineers, Messrs. Didier and Tabor, in connection with this proposed storm sewer. Your Engineers were informed of our objections to your proposed sewer location in Railroad's parking area lying between N. Knott and N. Russell Streets as the Railroad may desire in the future to use this area for location of buildings and other facilities, and this location would cause considerable inconvenience during construction of sewer to Railroad employees using the parking area.

In view of this discussion, we understand that a further study will be made and revised proposal will be submitted for our review.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

REFERRED TO
Mr Porter
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 4 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 28 1961
FOR FILING
Const
Projects
Minn
Portland

November 28, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Interstate

Re: Minnesota Freeway - Portland

Dear Sir:

It is necessary that drainage facilities be installed to handle drainage from the Minnesota Freeway in the neighborhood of Interstate Avenue and Knott Street. To get this drainage to the river requires the installation of a pipe through your Albina yards. I am attaching hereto four prints from our Drawing 8B-23-22, which shows the route of the proposed culvert. This culvert is to be a 48-inch corrugated metal pipe of 12-gauge except where it is under your tracks, where the thickness will be increased to 10-gauge.

Except for the section across the block between North Russell Street and North Knott Street and lying west of Larrabee Avenue and the short section just to the west of Russell Street, the culvert will be on city streets. We do not have information as to whether these streets were abandoned and are now owned by your company or whether they are city streets over which you have easements.

The attached drawing shows the profile of the culvert and the cover over the culvert and below your tracks. It would be appreciated if you would examine this proposal and if satisfactory, prepare the necessary easement for its construction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:mc

cc to: Mr. R. M. Brown
Mr. W. C. Williams

RECEIVED
DEC 5 1962

I-5-6

6156

December 4, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering granular material for backfill around sewer pipe on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156, in connection with Federal-Aid Project No. I-5-6(36)304.

It is necessary to load and haul unsuitable material from around 42-inch sewer line and backfill with granular material which is available on the project. The unsatisfactory material is to be wasted as designated by the engineer.

This work was verbally recommended for approval by the BPR Area Engineer, November 26, 1962. Your approval of the Order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
DEC 4 1962
FOR FILING

I-5-6(

6146

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1962

SUBJECT: **Redesign of 42" Sewer Line Crossing at Columbia Boulevard**
Minnesota Freeway Section
Pacific Highway
Multnomah County

To: **Mr. C. H. Maison**
Auditor

OFFICE

ATTN: Mr. Duane F. Wolfe

Herewith you will find a check in the amount of $1,700 from the Northwest Natural Gas Company and copies of the correspondence between Mr. G. L. Decker and Mr. A. V. Benedict dated November 21, 1962; Mr. Jack M. Cartwright and Mr. T. W. Litchfield dated November 21, 1962; Mr. V. W. Harper, Northwest Natural Gas Company and Mr. Jack M. Cartwright dated November, 19, 1962; Mr. A. V. Benedict and Mr. F. B. Klaboe dated November 14, 1962; Mr. Jack Cartwright and Mr. V. W. Harper dated November 9, 1962; and Mr. V. W. Harper and Mr. Jack Cartwright dated November 5, 1962.

From reading this correspondence you will get the gist of the problem. Please take appropriate action.

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh
Attachments

cc: General Files ✓

Salem, Oregon
November 21, 1962

Minnesota Freeway Section
Pacific Highway
Contract No. 6156

Mr. Lloyd F. Shaw
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon
ATTENTION: Mr. A. V. Benedict

By letter of November 14 you submitted an alternate plan for installation of the proposed 42-inch storm sewer at Columbia Boulevard. This plan, made necessary by conflict with a 15-inch gas main, has been checked and approved by this office and the Bureau of Public Roads.

It is understood the added cost of this revision will be the responsibility of the gas company.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Field Construction Engineer

GLD:bjh

cc: R. L. Porter
Ted Litchfield
James Don

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
November 21, 1962

SUBJECT: Redesign of 42" Sewer Line
Crossing at Columbia Blvd.
Minnesota Freeway Section
Pacific Highway
Multnomah County

To: Mr. T. W. Litchfield
Utilities Liaison Engineer
State Highway Building
Salem 10, Oregon

Herewith check in the amount of $1,700.00 from Northwest Natural Gas Co. to be deposited with the Oregon State Highway Department.

This check is to be held in deposit to cover the approximate increase in cost of an alternate design over the original design of the 42-inch sewer outfall crossing of Columbia Blvd. The change in design was made to clear an existing Northwest Natural Gas Co. 16-inch main.

Northwest Natural Gas Co. understands that if the cost of installation under the alternate design is more than estimated, they will pay the additional amount and that if the cost is less than estimated, the State Highway Department will refund the difference.

Jack M. Cartwright
Jack M. Cartwright
Field Utilities Liaison Engineer

JMC/ca

CC: Lloyd P. Shaw
James Don
Luther Freeman
V. W. Harper of the
Northwest Natural Gas Co.
123 N. W. Flanders

CONSTRUCTION DIVISION
[illegible]
NOV 23 1962
NOTED [illegible]

NORTHWEST NATURAL GAS COMPANY
PORTLAND, OREGON

7397

24-6
1230

TO THE ORDER OF	DATE	PAY THIS AMOUNT
OREGON STATE HIGHWAY DEPARTMENT	NOVEMBER 19,1962	$1,700.00

THE BANK OF CALIFORNIA
NATIONAL ASSOCIATION
PORTLAND, OREGON

TREASURER

⑆1230⑈0006⑆ 03⑈00025⑈4⑈

REMITTANCE ADVICE—DETACH THIS STUB BEFORE DEPOSITING

OUR VOUCHER NO.	YOUR NUMBER - DATE	AMOUNT	OUR VOUCHER NO.	YOUR NUMBER - DATE	AMOUNT
16271	To cover additional cost of installing a 42" sewer				1,700.00
TOTAL					
CASH DISCOUNT					
NET REMITTANCE					

FORM 4803 NS NORTHWEST NATURAL GAS COMPANY

CORRECT ✓

NORTHWEST NATURAL GAS COMPANY
123 N W FLANDERS STREET
PORTLAND 9 OREGON
226-4211 · AREA CODE 503

November 19, 1962

Oregon State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

Attention: Mr. Jack M. Cartwright

Re: Sewer line crossing
at Columbia Blvd.,
Minnesota Freeway

Gentlemen:

In compliance with your request by letter dated November 9, 1962, we hereby deposit with you our check in the amount of $1700.00 covering your additional cost of using an alternate route in the construction of the above sewer line.

As I explained to you, this payment is being made in order that your project may proceed on schedule. However, we would like it understood that such payment shall in no way foreclose us from questioning the right of the State Highway Department to require us to relocate structures in streets or roadways not under its jurisdiction without assuming the cost of such work.

Very truly yours,

V. W. Harper
V. W. Harper
Sr. Distribution Engineer

VWH:f
Encl.

C626

FORM 2-30X—20M—8-62 48300

CONSTRUCTION DIVISION
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
November 14, 1962

SUBJECT: ~~Minnesota Freeway Section~~
Pacific Highway
Contract: 6156

To: Mr. Frank D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon

Attention: F. Klaboe

In laying out the proposed 42" storm sewer at Columbia Blvd. as shown on Sheet 8B of the subject plans, we find that it is in direct conflict with a 16" gas main. The gas company has been consulted and they informed us this line is under high pressure and would be very expensive and time consuming to move at this time. The City contemplates lowering of the streets under the railroad structure and had required the gas company to install their main two feet deeper than normal.

We have worked up an alternate plan which has also been discussed with the gas company. This alternate plan will not disturb their line. Two copies of the gas company's letter are attached indicating that they will pay the difference in cost due to the revision. This letter has been held up pending the receipt of a check from the gas company. Inasmuch as it has not yet been received, we are forwarding the plan for approval.

Attached are two prints each of a plan, scale 1" = 20 feet, a design for a monolithic section ~~in lieu of one of the step manholes~~; a proposed modification of step manholes for shallow depth; a profile showing both the original and alternate locations of the storm sewer and their relationship to the gas line; and an estimate of cost of the original and alternate designs.

We believe that the alternate plan would result in somewhat less disruption of traffic than the original plan. If the gas company were also required to dig up the area, this would add to the confusion.

The alternate plan provides a monolithic section where it enters Columbia Blvd. and a modified design for the step manhole lying in the roadway area.

We request that you check this plan over and if it meets with your approval, secure Bureau of Public Road's approval. In this connection, Mr. H. A. Schell, Area Engineer, mentions this revision as Item 3 in his inspection report of October 30, 1962. We have asked the gas company for a check to cover the difference in cost in accordance with the enclosed estimate. This check has not been received at this time but will be forwarded when it comes in.

A V Benedict
A. V. Benedict
Assistant Metropolitan Engineer

AVB/cp

Enc.

CC: James Don
T. W. Litchfield
Jack Cartwright

FORM E-133

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

5821 N. E. Glisan Street
Portland 13, Oregon

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 9, 1962

Northwest Natural Gas Company
123 N.W. Flanders Street
Portland 9, Oregon

ATTENTION: Mr. V. W. Harper

RE: Redesign of 42" sewer line
crossing at Columbia Blvd.
~~Minnesota Freeway Section~~
Pacific Highway
Multnomah County

Gentlemen:

Enclosed you will find estimates of the original and alternate design of the 42-inch sewer outfall crossing of Columbia Boulevard showing the approximate increase in the cost of the installation of the alternate design over the original design to be $1,773.00.

It has been previously agreed that Northwest Natural Gas Company would pay the increase in cost of installation as change in plans was made for your convenience. Therefore, it is requested that you deposit with the Oregon State Highway Department a check in the amount of $1,773.00 to cover the increased cost.

It is to be understood that if the increased cost of installation under the alternate plan is more than estimated, Northwest Natural Gas Company will pay the additional amount and that if the cost is less than estimated, the State Highway Department will refund the difference.

Very truly yours,

Jack M. Cartwright

Jack M. Cartwright
Field Utilities Liaison Engineer

J.M.C:sb

Enclosure

cc: G. S. Paxson
Lloyd P. Shaw
T. A. Litchfield

This is being handled by Metro Office
11-13-62

Talked to Brooks of BPR 15 Nov.
OK by him.

Form K

TABULATION SHEET

OREGON STATE HIGHWAY
DEPARTMENT
MINNESOTA FREEWAY
42" Sewer Outfall Sewer Estimates
Original & Alternate

SHEET 1 OF 1 SHEETS

Prefix: 626-1083-900

Contract: 6156

Item	Unit	Quantity	Allowance	Bid Qty.	Bid Price		
42" Storm Concrete Sewer Outfall							
Drainage Excavation	cu. yd.	664	36	700	2.30		$1,610.0
42" Reinforced Conc. Sewer Pipe	lin. ft.	312		312	18.00		5,616.00
Extra For Pipe Under Pvm't	lin. ft.	15	5	20	6.75		135.00
							$7,361.00
Alternate 42" Concrete Sewer Outfall							
Drainage Excavation	cu. yd.	675	35	710	2.30		$1,633.00
42" Reinforced Conc. Sewer Pipe	lin. ft.	320		320	18.00		5,760.00
Extra For Pipe Under Pvm't	lin. ft.	80	20	100	6.75		675.00
Class A Concrete In Sewers	cu. yd.	10.5	1.5	12	70.00		840.00
Metal Reinforcement In Sewers	lb.	448	52	500	0.19		95.00
							$9,003.00
						Difference	1,642.00
						+8% Overhead and Supervision	131.00
						TOTAL	$1,773.00

Co 26

NORTHWEST NATURAL GAS COMPANY
123 N.W. FLANDERS STREET
PORTLAND 9, OREGON
226-4211 · AREA CODE 503

November 5, 1962

Mr. J. M. Cartwright
Liaison Engineer
Oregon State Highway Dept.
5821 N.E. Glisan St.
Portland 13, Oregon

Subject: Moving 16" gas main on Columbia Blvd. at Minnesota Freeway to permit installation of the 42" sewer line.

Dear Mr. Cartwright:

As requested by yourself and Mr. Lloyd Shaw, we have given consideration to the two plans of the sewer line crossing on Columbia Blvd. at the Minnesota Freeway.

Your original plan requires us to lower our 16" gas line to a depth that would permit the installation of the sewer pipe over the top of the gas main. This would leave us in a very bad position if we ever had to do any repair work on the gas pipeline. Also, the gas line was installed at extra depth to permit changes in the street grade which does not permit raising the pipe to accommodate the sewer installation.

Under your alternate plan, as shown on the drawings which were delivered on November 1, the sewer line would not interfere with the gas line. This is much more desirable from our standpoint. It is understood that this installation will cost approximately $1640 more than the original layout.

It is requested that you follow the alternate plan, and submit an invoice for the extra cost to the Northwest Natural Gas Company.

It also will be appreciated if you will furnish a detailed estimate of the extra cost in advance of the work.

Very truly yours,

V. W. Harper
V. W. Harper
Sr. Distribution Engineer

VWH:f
cc: H. W. Pierce
E. L. Bolin
Lloyd Shaw

Copy to: James Dow
T.W. Litchfield Nov 7, '62

I

CONSTRUCTION DIVISION
RECEIVED
NOV. 8 1962
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FOR FIL

6166

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 27, 1962

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Project I-5-6(36)304
Relocation of 24" Water Main at
Skidmore on Minnesota Freeway Sec.

We concur in your recommendation of Alternate 5 as shown in your November 23, 1962 letter on the subject installation.

RECEIVED
NOV 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
11-28-62

NOTED
R. L. PORTER

RECEIVED
NOV 23 1962
FOR FILING
[illegible]
6156

November 23, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering 18" Corrugated Metal Pipe on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6156, in connection with Federal-Aid Project No. I-5-6(36)304.

The plans provide for extending the 15" concrete sewer outfall for the Brander Meat Company. The existing pipe is in poor condition, part of the line has been lost by erosion and the ground is too unstable to support new pipe adequately.

It is necessary to install 18" corrugated metal to replace the existing line at a new location on stable foundation. This work was verbally approved by the B.P.R. District and Area Engineers October 9, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enclosures

DEP:cr

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.. V 26 1962
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1962

To: MEMO TO THE FILES

SUBJECT: Topsoil Specification
Minnesota Freeway Section
Contract No. 6156

Reference is made to Mr. Shaw's letter of October 12 on this subject. The problem is thoroughly and accurately analyzed in this letter (copy attached) and needs no elaboration.

On October 21 I discussed this problem with Brooks and Schell of the Bureau of Public Roads. They concur in our evaluation of the specs and realize that we cannot require the contractor to "furnish" topsoil material under a bid item. We could, of course, require him to complete the item under a Price Agreement or Extra Work Order.

I would like to eliminate both the topsoil item and the mulching item, but the B.P.R. feels that we should attempt to salvage as much of the topsoil as possible by proceeding in the following manner:

1. It is clear that importing the required amounts of topsoil would be expensive (there is no known source in the vicinity of the work) and it is, therefore, advisable to salvage all that can be obtained from within the project limits.

2. It appears that suitable material in unknown quantities is available from an area between Stations 120-125. This material is located on ground that will be occupied by embankments and any that will be removed for topsoil will have to be replaced. Possibly 5,000-10,000 yards could be obtained by waiving the specification requiring topsoil material to originate within the top 18-inches of the original ground and digging to depths of 5-10 feet, depending on the quality of the material. It may also be necessary to waive the ignition test specified.

3. A measure of the project to determine quantities will not be completed for several more weeks. However, there are indications that the job may run short of material. If so, the amount of material borrowed for topsoil from beneath future embankment areas will contribute to a further shortage.

NOTED
R. L. PORTER

4. Nevertheless, fill material will be cheaper to obtain than topsoil material and even if taking topsoil material as outlined above increases the job shortage, economics would dictate that it be taken.

5. The specification stating that the contractor will make up shortage of material (if any) resulting from using topsoil within the job limits, would be waived (at least for all material below 18-inches) as the contractor is not required to furnish material and is also restricted to 18-inches by specification. The responsibility of making up any shortage created as the result of excavating the top 18-inches is a clouded issue. However, I believe that unless the contractor agrees to assume this responsibility, it would also be ours.

6. Shortage of the topsoil will also be a problem, but one that we believe can be overcome. The specs state that we will pay "general excavation", "haul", and "extra for topsoil materials" for the material. They are not clear on whether or not we would pay general excavation for excavating the material from the stockpiles. I believe that we would not.

7. Only areas that are covered with topsoil would be mulched. This would mean eliminating a major portion of the mulching item as well as the topsoil item.

The problem is a complicated one involving several interpretations of the specifications. A meeting has been set up with the contractor to discuss the matter and to try to set up an equitable procedure of operation. A further report will be submitted following this meeting.

F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
Attachment
cc: A. W. Parsons
R. L. Porter
Lloyd Shaw
Mark Astrup
L. H. Young

NOV 23 1962

FORM 2 30 90M 6-61 36661

CONSTRUCTION DIVISION
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OCT 15 1962
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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
October 12, 1962

SUBJECT: Topsoil Specification
Minnesota Freeway Section
Pacific Highway
Contract: 6156

To: Mr. Frank D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon

Attention: F. B. Klaboe

Re: Letter from Benedict to Morgan, October 9, 1962.

Further study of the contract on the subject project has done nothing to clarify the intent of the special provisions. There are three principle areas of conflict: the source of topsoil; payment procedure; and amount of topsoil anticipated.

Topsoil to be Placed on Project.

1. Topsoil is required as indicated in Item No. 9 "Extra for Topsoil Material", bid items.
2. Earthwork Brackets (some incomplete) on the plans indicate topsoil on Sheets 10D; 11A; 12D; 13A 15D and 16A.
3. Special Provisions, page 8, Item D, describes characteristics of the material to be used as topsoil.
4. Notations on the plans show 6" depth of topsoil to be placed in certain areas. This is shown on Sheets 5F; 8D; 10H; 12G; 14D (both excavation and embankment here) and 15G.

Source of Topsoil in Question.

1. Item No. 9 "Extra for Topsoil" does not state that material must be obtained from outside sources if not available on the right of way.
2. Item No. 9 "Extra for Topsoil Material" in some measure implies that outside sources may be involved.

(a) Page 8, Special Provisions, Item D, is a permissive statement limiting conditions under which topsoil may be obtained on the right of way. It does not state other sources will not be used.

(b) With the exception of Sheet 14D, earthwork brackets do not show source of topsoil material; hence, it may be from sources other than job sources.

(c) Net excavation quantities on earthwork brackets do not show approximately 25,000 cu. yds. indicated on topsoil embankments. Again, this might indicate material to come from sources other than job sources.

(d) Approximately 30,000 cu. yds. of material called for in the plans and in bid item No. 9 are not available on the project within the limits of the 18" depth specified. This is due to street and walk paved areas, a great number of basement areas and obnoxious weeds in some of the larger embankment areas.

Payment Procedure in Question.

1. Item "C" under "Measurement and Payment", page 13 of Special Provisions states that payment for excavating and hauling "selected materials" will be the same as applies generally to earthwork and "extra costs" will be made at bid price for "Extra for Topsoil Material".

    (a) Can this be construed to cover payment for excavation and haul if topsoil is obtained off of right of way limits?

2. Item "C" (page 13, Special Provisions) deletes Article 1.9.5 and 1.9.6 of standard specifications. This seems to lay the foundation for a large departure from plan quantity of topsoil. This may indicate either of two things.

    (a) A shortage in topsoil volume with no outside source anticipated or -

    (b) Use of outside source without additional payment for royalties or haul.

Most of the above items were discussed October 10, 1962 with Mr. Astrup either in the Metropolitan Division office or on the ground.

A field discussion was by James Don who has informed this office he believes Mr. Astrup concurs that a depth of 3 feet will give suitable material if taken from a small area at Delta Park (Sta. 120-125). Probably no more than 8,000 cu. yds. of material will be produced by this action.

It is recommended that a change in specification be made to cover the greater excavation depth. Payment for this material to be at the general excavation bid prices ($.38) plus the extra bid under Item No. 9 ($.75). Bureau of Public Road concurrence with this procedure will be necessary.

We do not feel the Special Provisions are sufficiently clear to force the contractor to furnish topsoil from outside sources at the bid price for "Extra" under Item No. 9. It is, therefore, recommended that an additional price agreement be drawn up for any material to be so obtained. This also will require B.P.R. approval. Before further action is taken by this office, we would appreciate information as to the Bureau's feeling on the recommended changes, and from Mr. Astrup a statement as to amount of additional topsoil to be produced beyond that available on the right of way.

Will you please advise what action to take regarding the above matters.

Lloyd P. Shaw
Metropolitan Engineer

LPS/bb
cc: Mark Astrup
James Don

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
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PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 23, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Relocation of 24" Water Main
at North Skidmore Street
Minnesota Freeway Section
Pacific Highway
Multnomah County
Project No. I-5-6(36)304

Dear Mr. Parsons:

Attached you will find correspondence relating to six alternate plans for the relocation of the 24-inch water main on North Skidmore Street on the subject project.

Mr. Rear's letter of August 21, 1962, to the Bureau of Water Works outlined six possible alternate plans for this work. Since then each plan has been studied and we are now in position to make a recommendation for action.

As can be seen by reviewing Mr. Cartwright's letter of November 15th and the Water Bureau's estimate of November 13th, the least expensive method appears to be Alternate 5, which is estimated to cost $38,255.82. This method proposes an underground installation similar to that which is to be built at Buffalo Street. This has other advantages in addition to being the least costly, namely:

1. It will involve only one interruption of the existing facility, since it will be a permanent installation.

2. It will be underground and therefore will not present a future hazard to the contractor or be unsightly in appearance.

3. The installation of a water line of this size on the overcrossing structure would increase the cost of the structure somewhat, since additional strength would be necessary to support the additional load.

NOTED
R. L. PORTER

4. The contractor, Peter Kiewit Sons' Company, has expressed their approval to this plan, and can coordinate the excavation for this installation into their operation readily.

In view of the facts stated above, we recommend that Alternate 5 be used, and request your concurrence in our recommendations. The City will proceed no further with the preparation of an estimate for this work until approval from you is received.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
Attachments

cc: R. L. Porter
L. H. Young
I. D. Merchant
L. P. Shaw

NOV 23 1962

FORM E-50 10M 5-62 43908

CONSTRUCTION DIVISION
[illegible]
NOV 19 1962
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
November 15, 1962

SUBJECT: Relocation of 24" Water Main
at North Skidmore Street
Minnesota Freeway Section
Pacific Highway
Multnomah County

To: Mr. T. W. Litchfield
Utilities Liaison Engineer
State Highway Building
Salem 10, Oregon

Herewith comparative estimates from the Bureau of Water Works, City of Portland, for the relocation of the 24-inch water main crossing at N. Skidmore Street on the above subject project.

The estimates, as supplied by the Bureau of Water Works, reflect only the work to be done by them. In order to obtain a true comparison, the cost of work to be done by others was added as follows:

Alternate 2.	
Cost to Bureau of Water Works	$32,756.84
Cost of trestle as supplied by Bridge Dept. (See enclosed letter dated August 28, 1962)	12,500.00
Total Cost	$45,256.84
Alternate 4.	
Total cost as supplied by Bureau of Water Works	$63,169.50
Alternate 5.	
Cost to Bureau of Water Works	$30,255.82
Cost of excavation by others: Approximately 8,000 cu. yds. @ $1.00/cu.yd.	8,000.00
	$38,255.82
Alternate 6.	
Cost to Bureau of Water Works	$36,840.95
Cost of excavation by others: Approximately 8,000 cu. yds. @ $1.00/cu.yd.	8,000.00
	$44,840.95

It is my recommendation that Alternate 5, the permanent installation underground below subgrade, be accepted as the method of relocating the 24-inch water main. This is not only the most economical method but would also clear the area for construction with only one move of the 24-inch water main.

If Alternate 5 is accepted, the work by the Bureau of Water Works will be done under a Order for State Force Work, and it is recommended that the excavation be done by the contractor, Peter Kiewit Sons, by Order for Extra Work.

Jack M. Cartwright
Jack M. Cartwright
Field Utilities Liaison Engineer

JMC:sb

Enclosure

CC: Lloyd P. Shaw
James Don
Luther Freeman

H. KENNETH ANDERSON
CHIEF ENGINEER
100 CITY HALL

FRANK F. FAGUS
OPERATIONS SUPERINTENDENT
1900 N. INTERSTATE AVE.

TED SUDERBURG
SUPERINTENDENT
112 CITY HALL

GRANT E. MILLER
ASSISTANT SUPERINTENDENT
112 CITY HALL

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC UTILITIES
MARK (BUCK) GRAYSON
COMMISSIONER

November 13, 1962

Lloyd Shaw, Metropolitan Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon

ATTENTION: Jack Cartwright, Utilities Liaison Engineer

RE : N. SKIDMORE STREET OVERCROSSING,
MINNESOTA FREEWAY - RELOCATION OF
24" WATER MAIN, PROJECT NO. 1-5-6(36)304

Dear Sir:

In reply to your letters of August 21 and 24, the attached estimate of relocation costs has been prepared for the various alternate methods of installation of subject main proposed by your office.

As discussed with members of your staff, no allowance has been made for the cost of a trestle in Item No. 2 or for excavation to subgrade in Items Nos. 5 and 6, it being assumed said work would be accomplished by others.

Bureau of Water Works' personnel are not prepared to readily accomplish work of this nature with existing equipment and it is proposed that this work be accomplished by others.

Actual cost of the installation plus 15 per cent for engineering, overhead and supervision will be charged the Oregon State Highway Department whether greater or less than the estimated amount.

Very truly yours,

H. KENNETH ANDERSON
Chief Engineer

By: P. Norseth
P. Norseth
Principal Engineer

HKA:PN:br
Enclosure
cc: Ted Suderburg

BUREAU OF WATER WORKS
Room 400, City Hall
Portland 4, Oregon

11/13/62

ALTERNATE 1.

Suspend temporary lines over work area - No Estimate - See Oregon State Highway Department's Letter of ~~[illegible]~~ 8/28/62.

ALTERNATE 2.

Support temporary line on trestle 45 ft. maximum span with permanent main installed on structure (trestle installed by others).

Estimated total cost of line on trestle ------------------------	$17,811.67
LESS: Material salvage--	-10,178.75
	$ 7,632.92
Install 600 feet of permanent main on structure ----------------	16,103.92
	$23,736.84
PLUS: 15% overhead, engineering and supervision ----------------	3,560.53
	$27,297.37
PLUS: 20% unforeseen ---	5,459.47
Total------------------	$32,756.84

ALTERNATE 3.

Temporary installation on Going Street structure with permanent installation on Skidmore structure.

No estimate - not economically feasible.

ALTERNATE 4.

Permanent installation on the Going Street structure.

Install 1,831 feet of 24" steel and cast iron main -------	$45,775.00
PLUS: 15% overhead, engineering and supervision----------	6,866.25
	52,641.25
PLUS: 20% unforeseen--------------------------------------	10,528.25
Total--------------	$63,169.50

ALTERNATE 5.

Permanent installation underground in N. Skidmore Street (excavation to subgrade by others).

Install 650 feet of 24" extra heavy steel main below subgrade--	$21,924.50
PLUS: 15% overhead, engineering and supervision---------	3,288.68
	25,213.18
PLUS: 20% unforeseen--------------------------------------	5,042.64
Total---------------	$30,255.82

ALTERNATE 6.

Temporary installation underground in N. Skidmore Street with permanent installation on structure (excavation to subgrade by others).

Install 650 ft. of 24" steel main (temporary) ------------	$12,903.44
LESS: Material salvage------------------------------------	-2,311.02
	$10,592.42
Install 600 ft. of 24" steel main on structure------------	16,103.92
	26,696.34
PLUS: 15% overhead, engineering and supervision----------	4,004.45
	$30,700.79
PLUS: 20% unforeseen--------------------------------------	6,140.16
Total--------	$36,840.95

FORM 2-120

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan St.
Portland 13, Oregon

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 28, 1962

Bureau of Water Works
City of Portland
City Hall
Portland 4, Oregon

Water Revision
Skidmore Structure

Attention: Mr. Kenneth Anderson

Gentlemen:

In my letter of August 21, 1962, I stated that when the cost of overhead construction became available it would be forwarded to you.

Item No. 1 Suspend temporary line over work area - This method was abandoned as impractical and too costly as a temporary solution. No actual cost estimate was prepared on this method.

Item No. 2 Support temporary line on trestle - Cost of the trestle which will provide 50 foot spans will be about $12,500. Spans shorter than 50 foot will cause undue hardship on the contractor and the increased cost for working around the obstructions would be excessive.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

By: Alfred A. Rear
Alfred A. Rear
Assistant Metropolitan Engineer

AAR/bb
cc: James Dow
Jack Cartwright
Luther Freeman

FORM B-182

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan St.
Portland 13, Oregon

August 21, 1962

Bureau of Water Works
City of Portland
City Hall
Portland 4, Oregon

Attention: Mr. Kenneth Anderson

Gentlemen:

The contract plans for the Minnesota Freeway project provide for the use of the permanent Going Street Structure to carry detour traffic during the construction of the permanent Skidmore Street Structure over the freeway. This procedure eliminates the necessity of constructing a temporary structure to carry Skidmore Street traffic.

It will be necessary for you to provide a method of maintaining the water services in the 24-inch main if it is to be left in service during the construction of the Skidmore Street Structure.

I have asked the Bridge Division to estimate the cost of supporting this line overhead on a temporary structure -- either suspended or trestle. It is anticipated that the cost will preclude their consideration as a temporary installation. The information I have will be forwarded to you when it becomes available.

It appears that there are about six possible alternates for this installation.

1. Suspend temporary lines over the work area. The estimated cost of the suspension system will be forwarded when available.
2. Support temporary line on a trestle. The cost of a temporary trestle will be furnished when available. In addition to construction cost it will be necessary to negotiate with the grading contractor for a cost in working around this obstacle.

3. Temporary installation on Going Structure. Temporary supports will be necessary and arrangements must be made for their installation and removal.

4. Permanent installation on Going Street. This method will require a redesign of the cross beams and the installation of additional manholes for access to the cells. If serious consideration is given to this type of installation, the Bridge Division will be asked to estimate the cost of the structural revision. This structure is already under contract and negotiations with the contractor will be necessary in order to make the revision.

5. Permanent installation underground. This will require extra strength pipe and adequate compaction in the portion of the drainage below subgrade.

6. Temporary installation underground. This will require the same amount of excavation as in 5 above but compaction will not be required until after removal of the temporary installation.

For Items 5 and 6 above the amount of excavation necessary will be about 8,000 cu. yds. at a cost probably not to exceed $1 per cu. yd.

It is quite obvious that it will not be possible to estimate your cost for the revision of the Skidmore Street main in the next few days. Our Field Utilities Liaison Engineer suggests that the remainder of the estimate be submitted with the notation that the Skidmore Street revision will come at a later date.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

By: Alfred A. Rear
Alfred A. Rear
Assistant Metropolitan Engineer

AAR/bb
cc: Jack Cartwright
Luther Freeman
James Don

RECEIVED
FORM E-128
NOV 20 1962
FOR FILING

6156

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

5821 N. E. Glisan Street
Portland 13, Oregon

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 15, 1962

Northwest Natural Gas Company
123 N.W. Flanders Street
Portland 9, Oregon

ATTENTION: Mr. V. W. Harper

RE: Redesign of 42" sewer line
crossing at Columbia Blvd.
Minnesota Freeway Section
Pacific Highway
Multnomah County

Gentlemen:

Enclosed you will find revised estimates of the original and alternate design of the 42-inch sewer outfall crossing of Columbia Boulevard showing the approximate increase in the cost of the installation of the alternate design over the original design to be $1,700.00.

The estimate of original design now reflects the correct allowance for pipe under pavement.

The Class A concrete and metal reinforcement in sewers are materials to be used in the construction of the monolithic sewer section at sewer Sta. 15+64. The monolithic section was necessitated by change in design.

The item of 8% overhead and supervision is part of the additional cost to the State Highway Department for the 42-inch sewer design revision and, therefore, will be included in the amount to be paid by Northwest Natural Gas Company.

It is hereby requested that Northwest Natural Gas Company deposit with the Oregon State Highway Department a check in the amount of $1,700.00 to cover the increased cost.

As was stated previously, it is to be understood that if the increased cost of installation under the alternate design is more than estimated, Northwest Natural Gas Company will pay the additional amount and that if the cost is less than estimated, the State Highway Department will refund the difference.

Very truly yours,

Jack M. Cartwright

Jack M. Cartwright
Field Utilities Liaison Engineer

RECEIVED
NOV 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:sb
Enclosure
cc: G. S. Paxson
Lloyd P. Shaw
T. W. Litchfield

NOTED

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[illegible] 1962
FOR "FILING"

[illegible]

6156

RAILROAD COMPANIES
FILE No. [illegible]

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1962

SUBJECT: File 32495
Minnesota Freeway-Columbia Blvd.
UPRR Co.
City of Portland
Multnomah County

To: Mr. Floyd Query
Secretary

BUILDING

Attached please find fully executed copy of a construction and easement agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachment
cc: G. S. Paxson
Ivan Merchant
F. D. Morgan
A. E. Johnson
Lloyd Shaw
I. A. DeFrance
J. W. Nash
C. H. Maison
Earl Saling

Ruth to file
96

NOTED
FLOYD QUERY

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2925 NO. LARRABEE AVE.
PORTLAND 17, OREGON

NOVEMBER 12, 1962

File Ref. D 322 - 0 - 15

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. F. B. Klaboe,
Assistant Construction Engineer

Dear Sir:

Minnesota Freeway Section, Oregon Contract No. 6156
Federal-aid Project No. I-5-6(36)304

Reference is made to your letter of October 18 concerning proposal of Mr. George W. Lind, the State's Subcontractor for a timber tunnel section under the Railroad's spur tracks to permit installation of a storm sewer on above-captioned project.

One print of Mr. Lind's sketch showing the proposed timber tunnel section and bearing approval of Mr. W. E. Dowling for Railroad's Chief Engineer, is returned herewith. The tunnel section as shown sketched has been approved subject to an increase in the thickness of members as follows:

Posts and caps from 3" to 4"
Mudsells from 2" to 3"
Spreaders from 1" to 2"

Also, the Subcontractor's proposed method of holding the members in place at the joints and installation of lagging between the sets and excavation should be submitted to the Railroad for review and approval.

Further, the Subcontractor's letter mentions that portals will be provided at ends of tunnel but no details were supplied. Before full approval can be given for the installation, a detailed sketch of the portals, showing size and spacing of the component members, should be submitted to the Railroad for its approval.

Yours very truly,

G. H. Baker

G. H. Baker

enc.

cc: Mr. G. S. Paxson,
Deputy State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Mr. Lloyd P. Shaw,
Metropolitan Engineer
Oregon State Highway Department
5831 N. E. Glisan
Portland 13, Oregon

RECEIVED
NOV 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 13 1962
OREGON
STATE HIGHWAY COMMISSION

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

OCTOBER 1, 1962

(File Ref. D 322 - 0 - 15)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Minnesota Freeway - Federal-aid Project
No. I-5-6(36) 304

Referring to your letter of September 10 concerning temporary haul road requested by State's Contractor, Peter Kiewit Sons' Co., in connection with the above-captioned project:

Herewith in duplicate, signatory counterparts of proposed supplemental agreement covering the haul road across Railroads' right-of-way and tracks. Will you please review the agreement and if satisfactory, arrange for execution on the part of the Highway Commission, being sure to fill in the date of agreement at top of page 1 on each counterpart. Please return both counterparts to me for execution on the part of the Railroads, after which one fully-executed copy will be returned to you. An extra copy of the agreement is attached for your use and records.

Yours very truly,

G. H. Baker

G. H. Baker wao

encs.

RECEIVED
OCT 2 1962
OREGON
STATE HIGHWAY COMMISSION

[illegible]

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OCT 19 1962
FOR FILING

6156

October 18, 1962

Oregon State Highway Commission

Gentlemen:

Re: Minnesota Freeway
R/W File 32495

There will be before you at the next meeting of the Highway Commission a supplemental agreement with the Union Pacific Railroad Company covering a haul road across the Railroad's tracks near Columbia Boulevard on the Minnesota Freeway. This haul road is necessary for the construction of the project. The terms of the agreement are satisfactory and it is recommended that you approve and sign the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
Victor D. Wolfe
L. I. Lindas

GSP:ms hlb

RECEIVED
OCT 18 1962
FOR FILING

I-5 6[illegible]

#6156

October 17, 1962

R/W File 32495

Mr. G. E. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Your File D 322-0-15

Under date of October 1 you mailed us a supplemental agreement covering a haul road for Peter Kiewit Sons' Co. across your tracks near Columbia Boulevard in Portland. This supplemental agreement has been reviewed and is satisfactory to the State Highway Department. It will be presented to the Highway Commission for its execution at the meeting to be held November 1.

Our contractor is anxious to go to work and, if possible, I would ask that you consider this letter as our acceptance of the conditions of the agreement and permit him to proceed under the terms of the agreement prior to actually getting the signed copies to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

bc Mr. Forrest Cooper
Mr. Lloyd Shaw
Mr. F. B. Klaboe

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2529 NO. LARRABEE AVE
PORTLAND 17, OREGON

RECEIVED
1962
LEGAL & RIGHT OF WAY

OCTOBER 1, 1962
(File Ref. D 322 - 0 - 15)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Minnesota Freeway - Federal-aid Project
No. I-5-6(36) 304

Referring to your letter of September 10 concerning temporary haul road requested by State's Contractor, Peter Kiewit Sons' Co., in connection with the above-captioned project:

Herewith in duplicate, signatory counterparts of proposed supplemental agreement covering the haul road across Railroads' right-of-way and tracks. Will you please review the agreement and if satisfactory, arrange for execution on the part of the Highway Commission, being sure to fill in the date of agreement at top of page 1 on each counterpart. Please return both counterparts to me for execution on the part of the Railroads, after which one fully-executed copy will be returned to you. An extra copy of the agreement is attached for your use and records.

Yours very truly,

G. H. Baker
G. H. Baker and

encs.

RECEIVED
OCT 2 1962
OREGON
STATE HIGHWAY COMMISSION

[illegible]
NOTED
J. HERSHBERGER

REFERRED 10/8/62
TO McKinney
FOR Review & Rec.
LEONARD I. LINDAS

one to Lindas
one to Keesee

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OCT 22 1962
FOR FILES

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6156

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 18, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Re: Minnesota Freeway Section
Contract No. 6156
Project No. I-5-6(36)304

Dear Mr. Baker:

Attached are three prints of a proposed tunnel lining plan to be used under the railroad spur track at approximately highway Station 173+00, together with a copy of a letter from George W. Lind, subcontractor on this project, requesting approval of the design. We have signified approval on behalf of the State Highway Department provided that the backfilling operation between the liner and the pipe is performed using granular material well tamped (or better treatment) and that creosoted treated timbers are used throughout.

If the design meets with your approval, please advise Mr. Lloyd Shaw, Metropolitan Engineer, 5821 N. E. Glisan Street, Portland 13, Oregon. Please also send a copy of your letter to this office.

Very truly yours,

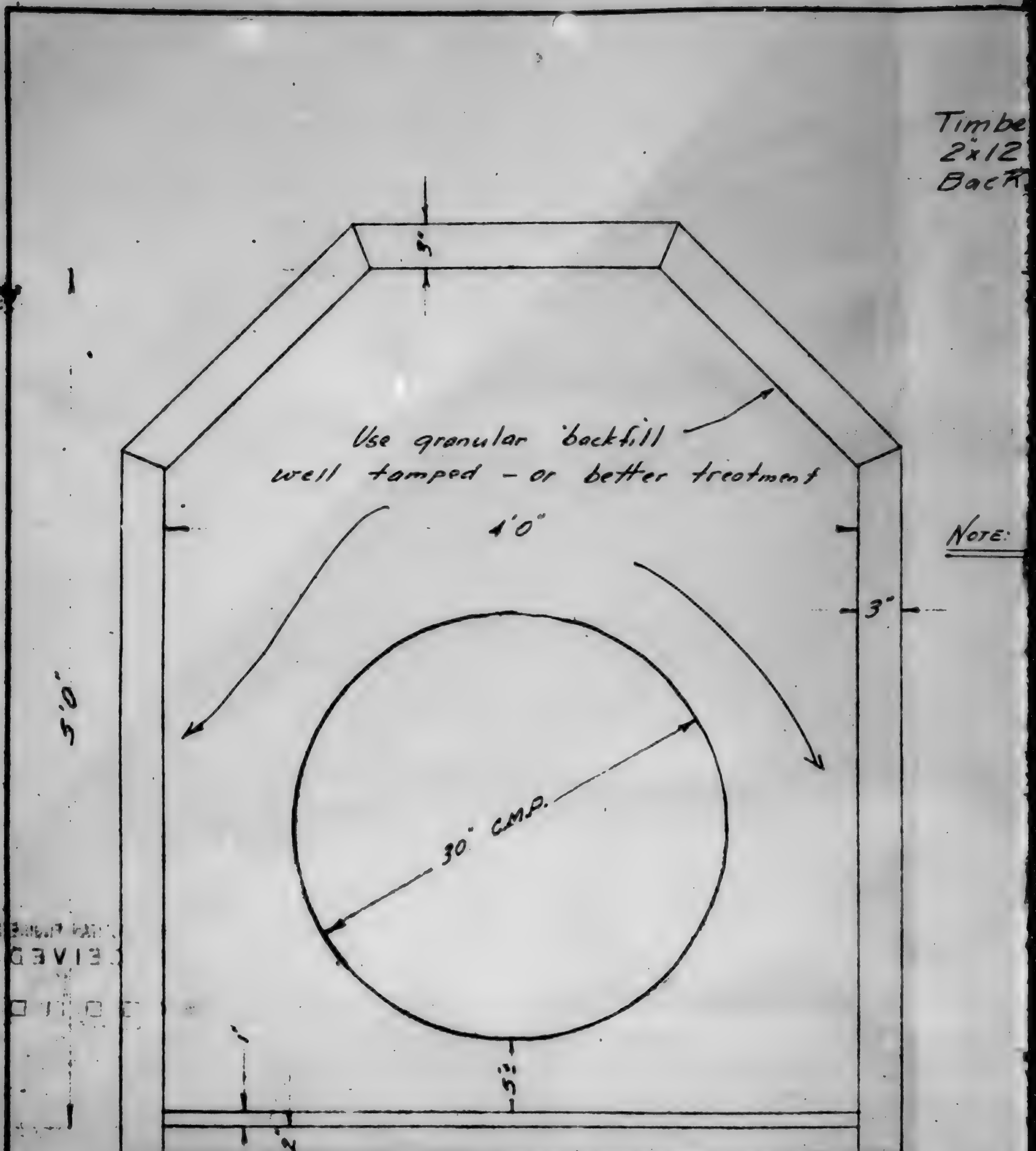
F. D. Morgan
Construction Engineer

By

F. B. Klaboe
Assistant Construction Engineer

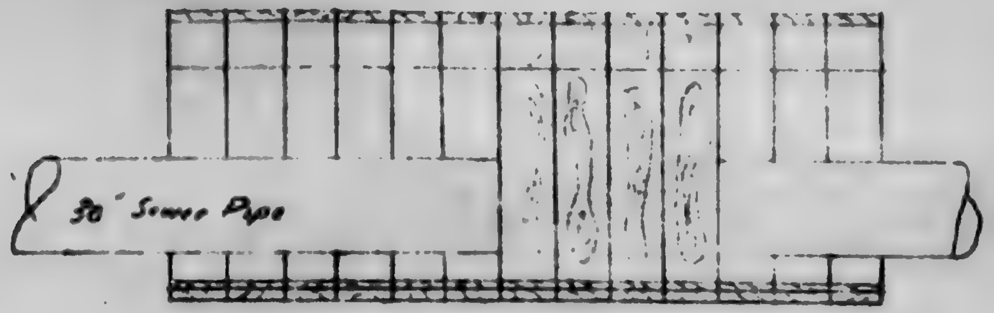
FBK:bjh
Attachments
cc: G. S. Paxson
Lloyd Shaw (with copy of map)
Peter Kiewit Sons' Co.

RECEIVED
OCT 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER



K & E Albanene 195-L

Timbering to be continuous. 3"x12" posts, caps.
2"x12" mudsill. 1"x12" spreader.
Backfill to be sand or select gravel.



N.T.S.

Note: Use creosoted timber throughout.

3"

TUNNEL SECTION
R.R. SPUR CROSSING

Minnesota Freeway Ore. State Hwy.
Geo. W Lind. Sewer Sub Contr.

Copyright, 1941, by McGraw-Hill

10-18-62
APPROVED
Ass't. Construction Engineer

Scale 1½" = 1'0"

NAME
FILE NO DATE
DIVISION DRAWING
GRADE 0 5 6 7 8 9 10 ½

RECEIVED
SEP 18 1962
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 2544

August 15, 1962

Agenda Item 4-h

Mr. T. G. Donaca, President
Peninsula Drainage District #2
Cascade Bldg.
Portland, Oregon

Dear Sir:

We are enclosing for the records and files of the Peninsula Drainage District #2 a fully executed copy of an agreement between the State Highway Commission and the Peninsula Drainage District #2 covering various details of construction of the Minnesota Freeway and transfer to State of approximately 0.4 acre of real property.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc. 1

P.S. A fully executed copy of the above agreement has been retained in this office for the Commission's files.

RECEIVED
UG 1 1962
FOR FILING

July 27, 1962

Oregon State Highway Commission

Gentlemen:

In connection with our construction of the Minnesota Freeway, it will be necessary to enter into an agreement with Peninsula Drainage District No. 2. This will cover various details of construction which have been incorporated in the contract plans and provides for the acquisition of some district property for right of way. The construction features cover such things as embankment protection, dike protection, channel changes, and drainage design. It calls for the transfer to the Highway Commission for right of way approximately 0.4 acre of real property for a consideration of $750. This figure has been approved by the Right of Way Engineer.

This matter will be on the agenda for the August 9 Commission meeting, and it is recommended that it have your favorable consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
W. T. Wright
C. H. Maison

RLP:ajw hlb

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SEP 25 1961
FOR FILING

Const
Projects
Minn - Portland

Salem, Oregon
September 25, 1961

Peninsula Drainage District
No. 2
Minnesota Freeway
Portland

[illegible] Mr. Tom Edwards
Construction Engineer
OFFICE

I write this in reference to Mr. Litchfield's memorandum of September 19 re the Peninsula Drainage District No. 2.

I note in the last paragraph on page 2 that the District would relieve the Department from any responsibilities of any material that might be placed (doubtful) along Denver Avenue.

This release by the District should also be received if material is placed along the dike, referred to as between Stations 130 and 146, which is the subject of the second paragraph on page 3 and recommendation No. 8. In other words, any work that is done along the dikes should be covered as far as possible by releases from the Peninsula Drainage District.

I would suggest that great caution be used to be sure that we, in no way, do anything which could invite future lawsuits in the event of high water. You no doubt recall that we had to defend (successfully) 42 lawsuits as a result of the so-called Vanport flood.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

FORM E-20X—50M—6-61—26082

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 19, 1961

SUBJECT: Peninsula Drainage District No. 2
Minnesota Freeway Section
Pacific Highway
Multnomah County

To: MEMO TO THE FILES

On September 14, 1961, a meeting was held in the Metropolitan Division Office concerning the proposed construction of the subject section and how it affects facilities of the Peninsula Drainage District No. 2. The following men attended this meeting:

Representing the Oregon State Highway Department:

Mr. Tom Edwards, Construction Engineer
Mr. Lloyd P. Shaw, Metropolitan Engineer
Mr. A. V. Benedict, Ass't. Metropolitan Engineer
Mr. Alfred A. Rear, Ass't. Metropolitan Engineer
Mr. G. K. Attig, Urban Engineer
Mr. T. W. Litchfield, Utilities Liaison Engineer
Mr. James R. Kuhn, Title Section
Mr. Joseph N. Hershberger, Staff Attorney

Representing the Drainage District:

Mr. T. G. Donaca, Supervisor
Mr. Andrew Fazio, Superintendent
Mr. Ken P. Gustin, Director
Lt. Col. R. L. Ostermeier, Engineer
Mr. Robert L. Myers, Attorney

Representing the U. S. Army Corps of Engineers was Mr. Vernon K. Jones, Chief of Flood Control, Portland District.

The District stated that their basic reason for being was to save the land and lives of people living within their area, and that our proposed construction was crossing the area that they considered the least stable.

Their initial concern was about the proposed bridge crossing over their dike. Our preliminary plan shows footings embedded in the toe of the dike on the south side and just outside the toe on the north side. The District stated that this was a critical area of the dike, and that in 1956 a break appeared at the toe of the dike where their pumping station was then located, 300 feet westerly of Station 152. Only immediate action saved the dike at that time. As a result of this, their pumping station was moved to its present location, 200 feet westerly of Station 148+50. The District and the Corps of Engineers felt that the footings of our bridge must be moved as far away from the dike as possible. They also stated that a clearance of 11 feet is desired over the present dike, and that there was no present plan to raise the elevation of the dike in this area.

A second concern of theirs was the fact that the proposed bridge will extend south of Schmeer Road about 400 feet to Station 146. The District would like our fill to be extended to connect with their dike. It was pointed out that our studies revealed that this area would not support a fill of a height necessary to get their desired clearance over the dike. It was also feared that a heavy fill would cause upheaval of the surrounding ground and disturb the pumping station.

The District understood this, but felt that we should do more investigation of foundation conditions before designing footings for the bridge. The Corps of Engineers have installed three vertical sand drains in this area which run water year around. It was pointed out that studies had been made, but further study would be given this problem.

Another point mentioned was the portion of our proposed fill from Station 126 to Station 132 lying against their ring dike in this area. Both the District and the Corps felt that this fill should be made of permeable material so that it will not have to withstand the hydrostatis head.

The four 60-inch pipes we show on our proposed plan near Station 138 was another point of question. The District was concerned whether the State would provide adequate foundation for these pipes. It was mentioned that it had been studied, but that further study would be given this subject before a final design was made. The District was also assured that the maintenance of this installacion would be the State's responsibility.

The next problem brought up by the District concerned Denver Avenue. The District would like the State to strengthen the existing fill from the existing bridge north to the point where Denver Avenue is joined by the southbound ramp from Victory Boulevard. The District also stated that they would submit a letter which would relieve the Department from any responsibilities of this fill from the standpoint of a dike. However, it is quite doubtful if the Bureau of Public Roads would allow the State any participation for this work. It was stated that such work would be done only if the Bureau of Public Roads would participate in its cost.

The District was concerned with the existing 42-inch storm drain which will be cut off and abandoned beneath our fill between Stations 124 and 128. It was explained that this pipe should give no trouble as long as the source which feeds it is cut off. However, it may be plugged as an additional safeguard. It will be replaced with a 42-inch pipe which will lie about 260 feet east of the line between Stations 120 and 133.

Finally, the District requested that the State strengthen the dike in the area of our crossing with permeable material. It was stated that any material remaining from the surcharge which would be removed from the fill north of the proposed bridge would be available for this purpose. This was satisfactory with the District.

In view of the above facts, the following is recommended:

1. Redesign the bridge to have as long a span as is practical between bents 11 and 12. Both footings should rest as far as possible from the dike.

2. Raise the grade of this structure so that there will be a clearance of 11 feet from the top of the dike to the bottom of the structure.

3. Conduct further studies in the area from Station 145 to Station 158 to assure that an adequate design is made.

4. Designate on the plans and in the special provisions that permeable material only be used to construct the fill from Station 126 to 132.

5. Study the foundation design for the four 60-inch pipes to be installed near Station 138 to assure that it is adequate.

6. Consult the Bureau of Public Roads to determine if they will participate in the strengthening of Denver Avenue as described above.

7. Indicate on the plans that the 42-inch storm drain pipe which will be abandoned in place beneath our fill from Station 124 to Station 128 will be plugged.

8. Designate on the plans and in the special provisions that any portion of the surcharge composed of permeable material remaining on the fill between Stations 130 and 146 will be placed along the existing dike, as requested by the District, in the area beneath our structure in the vicinity of Station 153+25.

Tom Edwards
Construction Engineer

By T.W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:fp
cc Forrest Cooper ✓
R. L. Porter
L. I. Lindas
I. D. Merchant
L. P. Shaw
G. K. Attig
G. L. Decker

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SEP 26 1962
FOR FILING

6156

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
September 21, 1962

SUBJECT: Routing of School Children
Minnesota Freeway
Contract: 6156
Prefix: 626-1083

To: Mr. Frank D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon

Herewith a letter from Mr. William A. Bowes, Commissioner of Public Works, City of Portland, and a copy of a letter to Mr. Bowes from Mr. W. A. Oliver, Assistant Superintendent, Portland Public Schools, dealing with the routing of children to Ockley Green and Kenton Schools.

I believe the problem visioned by Mr. Bowes and Mr. Oliver does not exist. Our temporary detour structures adequately provides for the routing of children to the Ockley Green School without loss of distance. In the case of the Kenton School, the loss of distance is up to as much as three city blocks. The area north of Bryant Street to Kilpatrick lies adjacent to the east side of the freeway and they must utilize Mississippi Avenue for north and south travel to the detour structures.

This seems to be irrelevantly minor and Mr. Fowler has been so advised by this office.

Lloyd P. Shaw
Lloyd P. Shaw
Metropolitan Engineer

LPS/cp

Enc.

CC: G. S. Paxson
James Don

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SEP 25 1962
OREGON
STATE HIGHWAY COMMISSION

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SEP 26 1962
FOR FILING

6156

FORM E-30X—90M—5-60 43900

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

~~Portland 13, Oregon~~
~~September 20, 1962~~

SUBJECT: City Street Illumination
Minnesota Freeway Section
Contract: 6156

To: Mr. Frank D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon

Enclosed are two copies of a 50 scale print showing the location of existing street lights from N. Mason Street to North Columbia Blvd. as requested by Mr. Crandall's letter of September 5, 1962.

In the area from North Russett Street to North Kilpatrick Street, the Portland General Electric Company has already removed the lights. The former location of these lights as determined from information obtained from P.G.E. field crews is shown on the map in purple. The luminaires south of North Mason Street have previously been removed and the former location is not readily available.

Will you please see that Mr. Crandall receives a copy of the enclosed map.

Alfred A. Rear
Alfred A. Rear
Assistant Metropolitan Engineer

AAR/bb
Encl.
cc: Tom Edwards
F. B. Crandall
Ivan Merchant
Dennis Peterson
James Don
Dale Sturmer
Jack Cartwright

NOTED
TOM EDWARDS

RECEIVED
SEP 24 1962
OREGON
STATE HIGHWAY COMMISSION

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I-5-6 (36)

6/4[illegible]

8205 North Mississippi
Portland 17, Oregon

September 19, 1962

CONSTRUCTION DIVISION
RECEIVED
SEP 26 1962
NOTED ☐ CE ☑ ACE ☐ ACE ☐ ☐ COE

Mr. James Dun, Resident Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

Re: Minnesota Freeway Section
Pacific Highway
Project No. I-5-6 (36) 304
Serial Letter No. J-10

Gentlemen;

This is to advise you that Union Pacific Railroad Co. crews and equipment will be working Sunday, September 23, 1962 to install temporary crossings in the vicinity of Station 173+80.

It it understood that we will be responsible for the additional charges for overtime due to the railroad company's crews working on Sunday.

Very truly yours,

PETER KIEWIT SONS' CO.

By James O. Holland
James O. Holland
Superintendent

bgr

CC: Resident Engineer (4)
Union Pacific Railroad Co. (2)
Vancouver (1)
File (1)

Send copy to Parson

METROPOLITAN ENGINEER
RECEIVED
9 1962
Noted ☐ ME ☐ AME ☐ ☐ ☒ MOE

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SEP 14 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

September 11, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

I-5-6(36)304 Minnesota Freeway Water Line Adjustment

Your letter of August 28, 1962 submitted cost estimate for City of Portland water line adjustment.

Approval is hereby given on the above water line adjustment with the following reservations:

1. A credit be given for temporary lines and mains which are feasible to salvage.
2. Item 27 will be deferred until a detail estimate is submitted.
3. Participation will be limited to replacement of system only (no betterment other than that dictated by standard industry practice).
4. Item 15 of the city estimate be changed to a 6" line instead of 8" as shown.

Tentative approval to begin this work was given verbally to your Mr. Litchfield August 27, 1962, provided Federal regulations were satisfied.

original To Morgan
copy To Young
9. 13 62

NOTED
R L PORTER

RECEIVED
SEP 14 1962
FOR FILING

[illegible]

477 Cottage St. N.E.
Salem, Oregon

September 10, 1962

Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.6 Salem, Oregon

I-5-6(36)304 - PGE Pole Work

Your submission of utility work by Portland General Electric appears satisfactory, however, we find it very difficult to follow the sketches prepared by the power company. It is requested that the power company describe the work on regular project drawings (the Swift Road Denver and Union Avenue Interchange area is particularly difficult to understand) before final approval is given.

original To Young
Copy To Morgan
9-13-62

NOTED
R. L. PORTER

RECEIVED
SEP 11 1962
FOR FILING
[illegible]
6156

September 10, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Minnesota Freeway
Portland

Our contractor for the construction of the Minnesota Freeway, Peter Kiewit Sons, Inc., need a permit to establish a haul road across your tracks in the vicinity of Columbia Boulevard. A map showing the details of this crossing has been submitted to your office by the contractor and by our Division office in Portland.

It would be appreciated if you would issue a haul road permit in conformance with this request. The contractor desires to move material across the tracks at the earliest possible date and anything you can do to expedite issuance of the permit will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm

bc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. A. E. Johnson

RECEIVED

FOR

CDN PDP 31 9-10-62 1035

F B KLABOE

HEREWITH KIEWIT'S LETEE/ LETTER.

WE REQUEST AN ADDITIONAL AGREEMENT BE MADE WITH THE UNION PACIFIC RAILROAD COMPANY FOR USE OF THEIR FULL RIGHT OF WAY FOR HAUL ROAD PURPOSED IN THE VICINITY OF STATION 173 + 00. THE PROPOSED HAUL ROAD WILL BE OUTSIDE THE AREA COVERED BY THE PRESENT EASEMENT AGREEMENT.

WE WILL ACCEPT ALL CHARGES FOR INSTALLING THE RAILROAD AND SPUR CROSSING IN THE VICINITY OF STATION 173+00. THIS INCLUDES THE BALLAST ROCK, PLANKING, WORK TRAIN AND RELATED MATERIALS AND LABOR INVOLVED TO COMPLETE THE CROSSING AND TO RAISE THE SPUR TRACK.

SIGNED PETER KIEWIT SONS' CO. BY JAMES O. HOLLAND, SUPT., NOTARIZED.

REQUEST LETTER TO UNION PACIFIC RR CO STATION THAT WE WILL NEGOTIATE FOR ADDITIONAL EASEMENT REQUIRED BY THIS HAUL ROAD AND COLLECT FROM THE CONTRACTOR AMOUNTS BILLED, IN ACCORDANCE WITH PRESENT AGREEMENT.

RAILROAD ESTIMATE FOR WORK INVOLVED IN THE CROSSING IS ~~[illegible]~~ $2550 NOT INCLUDING FLAGGING. RAILROAD HAS PREPARED A SKETCH FOR A/ CONTRACTOR WHICH WILL BE BASIS OF NEGOTIATION.

A V BENEDICT
BB

NOTED
G.S. PAXSON

RECEIVED
SEP 11 1962
FOR FILING

(PRES. BY A.O. 206-10)
UNITED STATES GOVERNMENT
Memorandum

I-5-6(3

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

6156

DATE: September 6, 1962

FROM : A. W. Parsons, Division Engineer
08-85.6 Salem, Oregon

SUBJECT: Oregon P.E. #I-5-6(18)304
Preliminary Plans for the Columbia Slough Bridge
and Columbia Blvd.-UPRR Overcrossing,
Minnesota Freeway

Our Washington office has reviewed the preliminary plans submitted for these projects and now inform us that they cannot complete their review until further subsoil information is received. In this respect, they request further information concerning such items as unstable soil, counter-weighting at bridge ends, placing of a counter-weight filter against piping adjacent to the dike, ground water and installation of sand drains.

In reply to a question raised as to the additional pile load resulting from negative friction induced by the consolidation of the unstable soils under the approach fills, our Washington office offers the following:

"Referring to the pile loads for these structures, we concur that it would be desirable to design the piling to include the effect of any likely negative friction. Such friction is experienced by piles extending through subsiding approach fills and through or into consolidating strata. The weight of the fill within the pile cluster (computed as area of cluster x unit weight of fill x height of fill) divided by the number of piles in the cluster would give the additional load per pile caused by any downward movement of the fill. The maximum negative skin friction effect caused by the consolidating soil below the fill could similarly be obtained by computing an average shearing resistance acting over the periphery of the pile cluster and to a depth equal to the thickness of the compressible strata penetrated. The sum total of the loads to be carried by the pile should, of course, equal the structure load, the moving approach fill load, and the consolidation load.

"The fill load effect can be deleted by preboring through the fill. Occasionally, liners are used to aid in separating pile from fill. The consolidation load effect may vary from nothing to the maximum described dependent on the amount of consolidation taking place. We suggest that the necessity to modify the design load and the degree of any such modification be based on an analysis of the relationship between the maximum consolidation load effect possible and the normal design load of the piles."

(more)

NOTED
P. M. STEPHENSON

The questions raised herein have been discussed with members of your department. We understand that the foundation exploration at these sites by your bridge crew is now complete. We request that you furnish us information on the questions raised herein and also copies of the Bridge Department foundation report. This material should be submitted in quadruplicate.

RECEIVED
SEP 6 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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1962
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan St.
Portland 13, Oregon

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6156

September 6, 1962

Peter Kiewit Sons' Company
8205 North Minnesota
Portland, Oregon

Re: Minnesota Freeway
Contract: 6156

Attention: Mr. J. Holland

Gentlemen:

I am returning to you herewith the original of your sketch map showing the crossing of the railroad and Columbia Blvd. near the northerly end of the Minnesota project.

In response to your telephone call to James Don yesterday morning, I talked to Mr. Glen Tabor of the Union Pacific Railroad and he states that it will be necessary for you to clear the haul road application through the highway department. He also stated that a supplementary agreement with the State Highway Department would be necessary for any additional encroachments outside our present easement lines. This latter is contrary to my understanding of the matter and contrary to Mr. Lloyd Shaw's letter to you on August 24, 1962. Mr. Tabor states, however, that this has been done in at least three other locations within the state. We will, therefore, attempt to get the supplementary agreement which Mr. Tabor considers necessary.

Mr. Tabor informed me that it would be necessary for you to show on your map sight distances along the railroad from points on your haul road 25 feet and 50 feet respectively either side of the track center line. Also, indicate the extent of the additional encroachment on railroad property and show the proposed grade line on your profile. With respect to this grade line, Mr. Tabor says that they will require a 50 foot flat spot on the southerly side of the track and as much flat spot as you can get on the northerly side.

If you will revise the map and send it back to us, we will try to get it cleared with the railroad.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

By AV Benedict
A. V. Benedict
Assistant Metropolitan Engineer

AVB/op

Enc.

CC: G. S. Paxson
Frank D. Morgan
James Don

RECEIVED
SEP - 7 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1962
FOR FILING
6-6

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH R. FRISBEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 5, 1962

Pacific Power & Light Company
Public Service Building
Portland 4, Oregon

ATTENTION: Mr. R. H. Sallee

Re: Power Line Adjustment
Minnesota Freeway Section
Pacific Highway
Multnomah County
Project No. I-5-6(36)304

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project has been approved by the State. Since this work was done without prior authorization from the Bureau of Public Roads, the State will not receive Federal participation in the cost of this work.

Paragraph 6-a of PPM 30-4 states in part: "Construction costs incurred by a utility subsequent to the date on which the Division Engineer authorized the State to proceed with the relocation may be reimbursed." The Division Engineer referred to here is Mr. A. W. Parsons, Oregon Division Engineer, U. S. Bureau of Public Roads.

Because of the small amount of this estimate, the State will reimburse you the lump sum amount of $70.65 upon the receipt of your bill which should be sent to the Resident Engineer, Mr. James Don.

In the future it is requested that you do no reimbursable work without first obtaining approval from the Salem office. Your cooperation will be appreciated.

Very truly yours,
F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
cc: General Files ✓
A. W. Parsons (Attachs.)
L. H. Young
C. H. Maison
L. P. Shaw
E. E. Johnston
James Don
J. M. Cartwright

RECEIVED
SEP 5 1962
FOR FILING

September 5, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Minnesota Freeway Section
Pacific Highway
Multnomah County
Project No. I-5-6(36)304

Dear Sir:

Herewith are two copies each of the partial estimate and sketches covering power line adjustments of the Portland General Electric Company in connection with construction on the subject project. Copies of our Staff Attorney's letter covering adjustments for this Company have been submitted previously.

Approval to proceed with portions of this work was given by Mr. H. A. Schell, Jr., BPR Bridge Engineer, as an emergency measure to clear for construction August 31, 1962. Your approval of the agreement between the State and Company and authorization to proceed as of that date under the provisions of PPM 30-4 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

RECEIVED
AUG 31 1962
FOR FILING

FORM 8-183
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6156

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan St.
Portland 13, Oregon

August 28, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Mr. Fred T. Fowler
Highway Coordinator
113 City Hall
424 S. W. Main St.
Portland, Oregon

Dear Mr. Fowler:

Peter Kiewit Sons' Company has written this office requesting an additional street closure. They request that Church Street be closed where it crosses North Minnesota because of their construction of the Killingsworth detour structure.

We request your cooperation in obtaining the consent of the City in this closure.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

By: Jay B Boyd
Jay B. Boyd
Metropolitan Office Engineer

REFERRED TO
Mr Porter
BY DEPUTY STATE HIGHWAY ENGR.

JBB/bb
cc: G. S. Paxson (Enc.)
William Weller (Enc.)
James Don (Enc.)

NOTED
R.L. PORTER

RECEIVED
AUG 30 1962
OREGON
STATE HIGHWAY COMMISSION

8205 North Mississippi
Portland 17, Oregon

August 27, 1962

Mr. James Don, Resident Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

Re: Minnesota Freeway
Project No. I-5-6 (36) 304
Serial Letter No. J-5

Gentlemen;

We request that Church Street where it crosses North Minnesota, be closed immediately in order to allow construction operations to start in this area.

Very truly yours,

PETER KIEWIT SONS' CO.

By James O. Holland
James O. Holland
Superintendent

CC: Resident Engineer (4)
Vancouver (1)
File (1)

RECEIVED
DATE 8/28/62 ms

9

RECEIVED
UG 29 1962
FOR FILING
7-5-6(36) [illegible]
6156

August 28, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Minnesota Freeway Section
Pacific Highway
Multnomah County
Project No. I-5-6(36)304

Dear Sir:

Herewith are two copies of the estimate of cost for adjusting City of Portland water lines in connection with construction of the subject project. Copies of the agreement between the State and City and of our Staff Attorney's letter regarding the water lines adjustments have been submitted previously.

The sketches covering these adjustments are being printed and will be delivered in person as soon as completed.

Tentative emergency approval of the above work was given by the BPR District and Bridge Engineers. We request that this approval be confirmed at the earliest possible date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

FORM E-133

COMMISSIONERS
GLENN L. J[illegible]
MEDF[illegible]
KENNETH N. F[illegible]DLEY, MEMBER
WASC[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5821 N. E. Glisan St.
Portland 13, Oregon

RECEIVED
[illegible] 30 1962
FOR FILING

August 27, 1962

Mr. Fred T. Fowler
Highway Engineering Coordinator
113 City Hall
424 S. W. Main
Portland, Oregon

Dear Mr. Fowler:

Peter Kiewit Sons' Company has written this office requesting they be permitted to cross streets intersecting the Minnesota Freeway at Stafford, Holland, Buffalo, Morgan, Bryant and Dekum.

For them to properly conduct their work, these closures will be necessary, and we ask your cooperation in obtaining necessary City consent.

Very truly yours,

Lloyd P. Shaw

Lloyd P. Shaw
Metropolitan Engineer

LPS/dg

cc: G. S. Paxson (Encl.)
William Weller (Encl.)
James Don (Encl.)

RECEIVED
AUG 2[illegible] 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan St.
Portland 13, Oregon

August 27, 1962

REFERRED
TO Morgan
FOR
R. L. PORTER

Mr. Fred T. Fowler
Highway Engineering Coordinator
113 City Hall
424 S. W. Main
Portland, Oregon

Dear Mr. Fowler:

Peter Kiewit Sons' Company has requested permission to cross Lombard Street with other than legal hauling units in construction of the Minnesota Freeway. They propose to cross Lombard under traffic signalization to be installed by the City.

Their letter does not indicate by whom the expense of this signalization would be borne. This cost matter should be a subject to be cleared by you amd the contractor.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

LPS/dg
cc: G. S. Paxson
William Weller
James Don

RECEIVED
AUG 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original copies referred To Morgan
8-30-62

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884

MAIN OFFICE: OMAHA, 2, NEBR.
1024 OMAHA NATL. BANK BLDG.

ADDRESS REPLY TO:
8205 N. Minnesota
Portland, Oregon

August 22, 1962

Mr. James Bon, Resident Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portlan 13, Oregon

Re: Street Closures
Minnesota Freeway
Proj. No. I-5-6(36)304
Serial Letter No. J-3

Dear Sir:

We request the following streets crossing North Minnesota be closed immediately in order to allow construction operations to start in this area:

Stafford

Holland

Buffalo

Morgan

Bryant

Dekum

Very truly yours,

PETER KIEWIT SONS' CO.

By J. O. Holland
J. O. Holland - Supt.

cc: Resident Engineer (4)
Vancouver District Office
Job File

RECEIVED
DATE 8-22-62
D

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884

MAIN OFFICE: OMAHA 31, NEBR.
1000 KIEWIT PLAZA

ADDRESS REPLY TO:
8285 N. Mississippi
Portland, Oregon

August 22, 1962

Mr. James Don, Resident Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

Re: Street Crossings
Minnesota Freeway
Proj. No. I-5-6(36)304
Serial Letter No. J-4

Dear Sir:

We request permission to cross Lombard Street with our hauling units in carrying on our construction operations on this project.

A traffic light will be installed by the city at this crossing.

Please include two copies of your letter to us, as we need to forward one to the city Traffic Engineer.

Very truly yours,

PETER KIEWIT SONS' CO.

By J O Holland
J. O. Holland - Supt.

cc: Resident Engineer (4)
Vancouver District Office
Job File

RECEIVED

RECEIVED
DATE
AUG 24 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1
COMMISSIONERS
GLENN L. J[illegible] CHAIRMAN
MEDF[illegible]
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan St.
Portland 13, Oregon

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
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FOR FILING
6156

August 24, 1962

Peter Kiewit Sons' Company
215 South "V" Street
P.O. Box 1777
Vancouver, Washington

Minnesota Freeway
Contract: 6156

Re: Letter August 23, 1962, Benedict to
Peter Kiewit Sons'

Gentlemen:

In Mr. Benedict's letter in which he tentatively approved your plan for haul road on the subject contract, no mention was made of your crossing the Union Pacific Railroad. It will be your responsibility to make any arrangements as to liability, change of grade or other matters with which you may be concerned in regard to this haul road crossing.

Very truly yours,

Lloyd P. Shaw

Lloyd P. Shaw
Metropolitan Engineer

LPS/bb
cc: Peter Kiewit Sons'
8205 N. Minnesota
G. S. Paxson
Frank Morgan
James Don

NOTED
G. S. PAXSON

RECEIVED
AUG 2 8 1962
OREGON
STATE HIGHWAY COMMISSION

FORM 2-[illegible] 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

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1962
FOR FILING

1161

August 24, 1962

City of Portland
Department of Public Affairs
City Hall
Portland 4, Oregon

ATTN: Mr. Stanley W. Earl

Fire Alarm Adjustment
Minnesota Freeway Section
Pacific Highway
Multnomah County
Project No. I-5-6(36)304

Gentlemen:

Your estimate and sketch map for the adjustment of the City of Portland Fire Alarm System on this project has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of August 16, 1962.

Prior to beginning work you are requested to do the following:

1- Contact Mr. E. E. Johnston, District Maintenance Supt for District 1-C, 5821 N. E. Glisan Street, Portland 13, Phone BE 5-1266, in regard to obtaining a permit for crossing over or relocating on State Highway right of way.

2- Contact Mr. James Don, Resident Engineer of the same address, Phone BE 5-8911, Extension 35, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work done subsequent to August 16, 1962 will be made subject to the provisions of PPM 30-4 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer
by ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:db

cc: Mr. Calvin S. Mulanay, Superintendent
Fire Alarm Division
918 N. E. 21st Avenue
Portland 13, Oregon

General Files ✓
L. H. Young
C. H. Maison
A. W. Parsons
L. P. Shaw
E. B. Johnston
James Don
J. M. Cartwright

RECEIVED
AUG 27 1962
FOR FILING

[illegible]
6156

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1962

SUBJECT: Minnesota Freeway
Contract No. 6156

To: Mr. Lloyd P. Shaw
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

ATTENTION: Mr. A. V. Benedict

Reference is made to your letter of August 20 concerning the Pacific National Livestock Exposition property being acquired under Right of Way File No. 32517. I have discussed the matter of the large outdoor advertising sign with Mr. Wright and he advises me that Mr. R. L. Clark, President of the organization, has requested that someone from your office contact him and explain to him the construction program as it effects P.I. I believe that you are taking care of this assignment today.

During your discussion with Mr. Clark you will, undoubtedly, attempt to convince him that the removal of this sign is the responsibility of his organization. If he still refuses to remove the sign prior to the end of this month, it will be necessary to issue an Extra Work Order to the contractor to carefully remove the sign and to stockpile it on P.I. property adjacent to the taking. In the event that you have to follow this second procedure, you must keep careful costs so that we can attempt to reduce the condemnation offer by the amount of the cost to remove this sign.

Before beginning the work, please advise us of the anticipated cost so that we can inform the Bureau of Public Roads.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
cc: R. L. Porter ✓
W. T. Wright

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[illegible]
OFFICE OF
[illegible]

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6156

5821 N. E. Glisan St.
Portland 13, Oregon
August 23, 1962

Peter Kiewit Sons' Company
215 S. "V" Street
P. O. Box 1777
Vancouver, Washington

Re: Minnesota Freeway
Contract No. 6156

Peter Kiewit Sons' Company
8205 N. Minnesota
Portland 17, Oregon

Gentlemen:

I have your request for approval of a haul road location East of the proposed overcrossing of U.P. Railroad and Columbia Blvd. in the vicinity of Station 173, which was addressed to James Don.

The proposal looks O.K. and has our approval subject to the following conditions:

Part of your embankment will fall outside our right of way or easement line and it will be necessary for you to make your own arrangements regarding lease of the property.

Your profile shows a ground line but no grade line. It appears that at about Sta. 4 your fill would spill thru under the proposed bridge. We do not yet have a design for this structure and cannot spot the footings for you. If footings require excavation thru your fill, it will be necessary to make arrangements with the future bridge contractor for its removal, or reimburse us for the extra cost involved.

All fill material placed outside the staked embankment areas, whether on our right of way or on railroad or private property, must be removed prior to completion of your contract.

8-24-62
Shaw is to tell
PK to make peace
with U.P. re King
HAR

NOTED
G. S. PAXSON

Crossing of Columbia Blvd. must be cleared with the City or County as their interests may lie.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

By A.V. Benedict
A. V. Benedict
Assistant Metropolitan Engineer

AVB/dg
cc: G. S. Paxson ✓
Frank D. Morgan
James Don

RECEIVED
AUG 24 19
OREGON
STATE HIGHWAY COMMISSION

August 20, 1962

8205 N. Minnesota
Portland, Oregon

Mr. James Don, Resident Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

Re: Minnesota Freeway
Proj. No. I-5-6(36)304
Serial Letter No. J-2

Dear Sir:

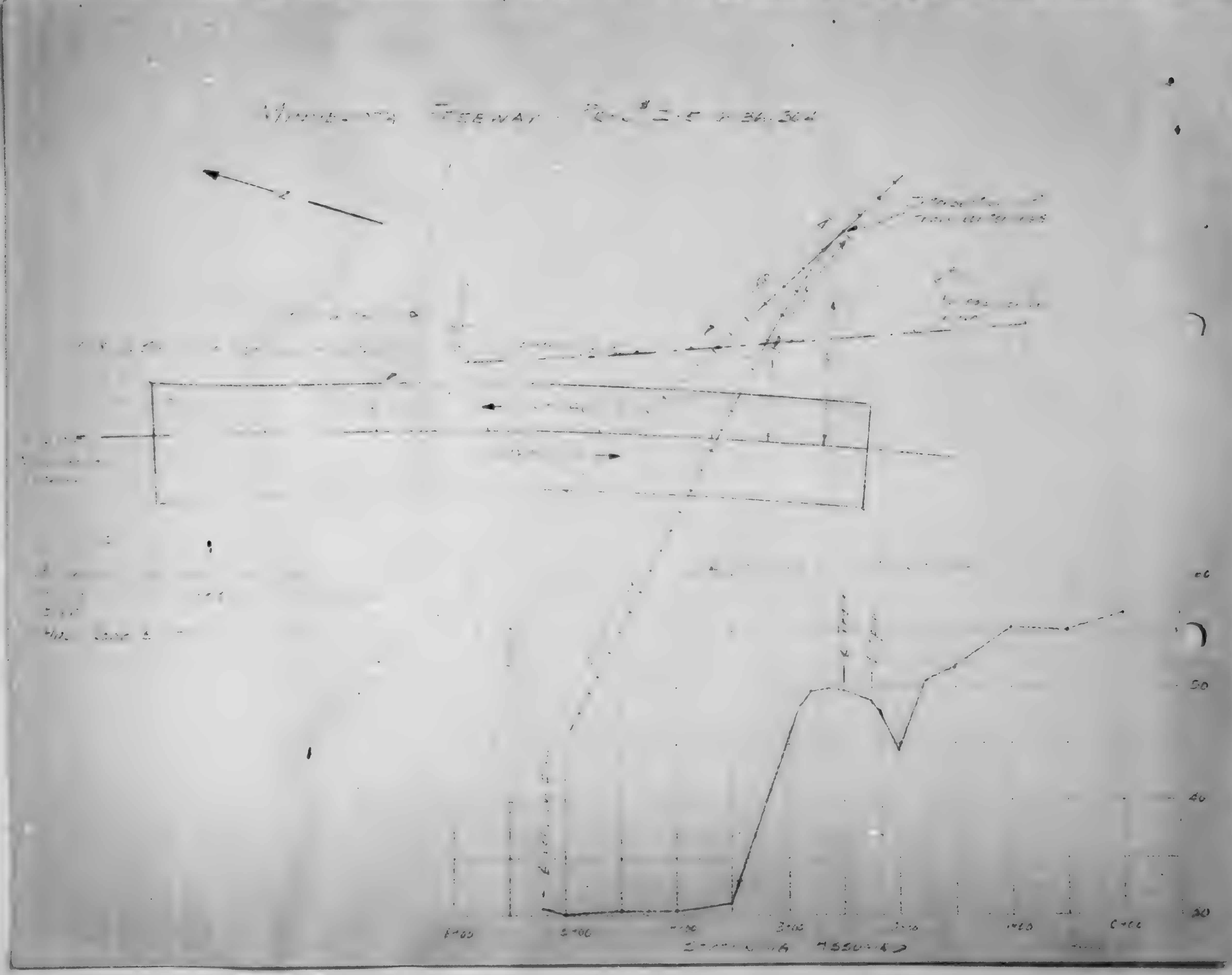
Submitted herewith is a request for the construction of a forty foot (40') wide haul road across the Union Pacific Railroad tracks in the vicinity of "L" line station 173-00. The attached plan and profile show the proposed location. The purpose of this construction is to provide a route for the hauling of excavated material from the South half of the project to the embankment sections beginning near Lombard Street and extending to the north end of the freeway. At this time it is anticipated that this arrangement would be in use for a two year period.

Very truly yours,

PETER KIEWIT SONS' CO.

By J.O. Holland
J. O. Holland - Supt.

cc: Resident Engineer (4)
Vancouver District Office
Job File


FREEWAY
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ASSUMED

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan St.
Portland 13, Oregon

FORREST COOPER
STATE HIGHWAY ENGINEER
C. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 22, 1962

Mr. Fred Fowler
Highway Coordinator
113 City Hall
Portland, Oregon

Minnesota Freeway Project

Dear Sir:

We have received a letter from our contractor on the Minnesota Freeway Section of I5, Peter Kiewit Sons' Co., requesting permission to proceed with planned street closures throughout the area. Mr. Weller's office will undoubtedly want to publicize the closures in advance.

It is planned to proceed with closure of all streets North of Lombard on Friday, August 24. Closure of other streets will proceed progressively as work advances throughout the area. All closures will be according to project plans and the City-State agreement.

The contractor plans to cross Lombard Street and Columbia Blvd. at grade. It is our understanding that he has made satisfactory arrangements with the City of Portland for handling traffic at these crossings. The crossing of Lombard will be within the Freeway right of way limits and reconstruction of the surface will be done under the contract. Columbia Blvd., however, is not a State highway and is not to be rebuilt under the contract. The City should protect themselves on repair of this pavement.

[illegible]

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

By: A.V. Benedict
A. V. Benedict
Assistant Metropolitan Engineer

AVB/bb
cc: W.J. Weller
G. S. Paxson
James Don

RECEIVED
AUG 23 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 21 1962
FOR FILING
I-5-6(36)304
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION
6126

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

AUGUST 20, 1962

(File Ref. D 322 - 0 - 15)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. L. H. Young,
Office Engineer

Dear Sir:

Construction Plans, Minnesota Freeway
Section - Pacific Highway - Multnomah
County Project I-5-6(36)304

Referring to your letter of July 23 submitting Plans covering construction of the Minnesota Freeway in Portland, Oregon, except for proposed structure over our tracks at Railroad M. P. 7.45 on Kenton Line:

We are returning, under separate cover, one set of the Plans which have been approved by Mr. Bunjer, Railroad's Chief Engineer.

Yours very truly,

G. H. Baker
G. H. Baker,
Superintendent

enc.

cc: Mr. G. S. Paxson, Deputy State Highway Engr. - Salem

NOTED

RECEIVED
AUG 21 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 22 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. [illegible], MEMBER
[illegible]
[illegible] JAMESON, MEMBER
PORTLAND
LLOYD [illegible], SECRETARY
SALEM

[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
[illegible]
Portl[illegible]

I 5-6(3[illegible])2-4

6156

August 20, 1962

Commissioner William Bowes
Commissioner of Public Works

Mr. L. H. Rosenthal
City Engineer

Mr. Fred Fowler
Highway Coordinator

Mr. William Weller
Traffic Engineer

Minnesota Freeway
Pacific Highway
Prefix: 626-1083
Contract: 6156

Gentlemen:

This is to inform you that a contract has been awarded to the Peter Kiewit Sons' Co. to grade major portions of the Minnesota Freeway. This work also includes two permanent structures, one on Going Street and one on Killingsworth Street, and five detour structures. This work lies between Shaver Street and the Denver-Swift Interchange.

Mr. James Don will be our resident engineer on the project. His telephone number is BE 5-8911. His home telephone number is BE 4-8749. Any questions arising during the progress of the work should be directed to him.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

By:

Jay B. Boyd
Metropolitan Office Engineer

JBB/bb
cc: G.S. Paxson
A.E. Johnson
E.E. Johnston
James Don

NOTED
G. S. PAXSON

RECEIVED
AUG 22 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 16, 1962

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project I-5-6(36)304
Minnesota Freeway Section
City of Portland Fire Alarm Utility Adjustment

Our memorandum dated July 17, 1962 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

The agreement between the above mentioned City and the State Highway Commission, dated July 28, 1961, covering utility adjustments and traffic control measures was approved by this office on December 6, 1961. We now approve the plans and estimate for that portion of city-owned adjustments within city limits furnished with Mr. Young's letter dated August 13, 1962.

Our program memorandum dated July 17, 1962 authorized you to proceed with preparatory work for all utility adjustments , to be included in the construction phase of the subject project, effective on that date. You are now authorized to proceed with the actual adjustment for the above-mentioned city-owned utility, effective on this date. This is a portion of the first authorized utility adjustment included in the project estimate. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

original To Morgan
8-20-62

NOTED
R. L. PORTER

I-5 [illegible]

6156

477 [illegible] Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 16, 1962

Attention: Mr. F. B. [illegible]
T. Fee, Assistant Division Engineer
Salem, Oregon

08-33.4-DA

16
I-5-6(17)301 and I-5-1[illegible]
Chain Link Fence [illegible]

We concur in the [illegible] in your letter of August 1[illegible], 1962. It is our understanding that this was an oversight and the [illegible] to that which was originally anticipated. It is [illegible] understood that this applies to Projects I-5-[illegible](34)[illegible] and I-5-[illegible](2[illegible])[illegible].

RECEIVED
AUG 20 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-5-6 (56) 3 U

6152

August 16, 1962

Mr. G. H. Baker, Supt.
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland, Oregon

Re: File No. 32495
Columbia Blvd.
Minnesota Freeway
Union Pacific Railroad Co.
City of Portland

Dear Mr. Baker:

Herewith I return to you duplicate originals of an easement and construction agreement relative to the above-titled project, your file D 322 - 0 - 15, which has been executed by the Highway Commission.

When the State's fully executed copy is returned, I would appreciate receiving ten additional copies of Exhibit "A" if these are available.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Encls.
cc: G. S. Paxson ✓

NOTED
G. S. PAXSON

RECEIVED
AUG 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 10 1962
FOR FILING

[illegible]

6156

Salem, Oregon
August 15, 1962

Agenda Item 4-9
File No. 32495
Columbia Blvd.
Minnesota Freeway
Union Pacific Railroad Co.
City of Portland

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. J. N. Hershberger
Staff Attorney

RR 594

Attached are two copies of an agreement with the OWRR & N Company covering construction of an overpass of the Company's tracks at Columbia Boulevard, just north of the Portland city limits, by the Minnesota Freeway Section of the Interstate Highway in Multnomah County. These copies have been executed by the Highway Commission and now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

RECEIVED
AUG 9 1962
FOR FILING

[illegible]

6156

August 8, 1962

Oregon State Highway Commission

Gentlemen:

There will be before you for your consideration at the August 9 meeting an agreement between the State and the Union Pacific Railroad Company covering the construction of an overpass of the Company's tracks at Columbia Boulevard, just north of the Portland city limits, by the Minnesota Freeway section of our interstate highway. The agreement has been reviewed and is in form.

Your approval and execution of the agreement are recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
Victor D. Wolfe
F. B. Klaboe
J. N. Hershberger

GSP:ms hlb

Mr. Query: Upon completion by the Highway Commission please send to Mr. Hershberger who will return the originals to you for filing.

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

File #32495

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

AUGUST 1, 1962

File Ref. D 322 - 0 - 15

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Federal-aid Project No. I-5-6-(36)304
Union Pacific Railroad - Columbia Blvd. Overcrossing - Minnesota Freeway, Portland, Oregon

Kindly refer to your letter of June 19 concerning proposed agreement for an overpass structure across Railroad right-of-way and tracks in connection with the above-captioned project.

Herewith returned are the duplicate signatory counterparts of agreement which has been revised in line with your letter, along with one extra copy for your use and records.

The deed which is to be furnished under provisions of Section 2 of the agreement will be in substantially the same form as deed furnished in connection with the East Bank Freeway under agreement of September 15, 1961.

Will you kindly review the agreement and if satisfactory, arrange for execution on the part of the Highway Commission, being sure to fill in the date of agreement at the top of page 1 on each counterpart. After this has been accomplished, please return both counterparts to me for completion on the part of the Railroads. One fully-executed duplicate will then be returned to you.

Yours very truly,

G H Baker

G. H. Baker,
Superintendent

encs.

RECEIVED
COMMISSIONERS
[illegible] 1962
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FOR FILING
[illegible]NTH N. [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-6 (36)304

[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 15, 1962

NOTED
R. L. PORTER

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Chain Link Fence Details
Minnesota and East Bank Freeways
Projects I-5-6(16)301 and I-5-6(36)304

Dear Sir:

It has been called to the attention of this office that the details of the chain link fence shown on Sheet 2-F of Project I-5-6(36)304 and on Sheet 2-B of Project I-5-6(16)301 do not conform to standard practice within the industry which supplies materials in this part of the country. A tabulation of the differences is shown below:

Shown on plan	Standard material
Corner or end post 3" O.D., 5.79#/ft.	2-1/2" std. pipe 2.875'O.D. 5.79#/ft.
Line post 2-1/2" O.D. 3.65#/ft.	2" std. pipe 2.375" O.D., 3.65#/ft
Brace rail, 1-5/8" O.D. 2.2#/ft.	1-1/4" std. pipe, 1.660" O.D., 2.27#/ft.

Also, the plans calls for a 1/2"x3/4" stretcher bar. This bar will not fit inside the loops of the links, and a 1/4" thick bar must be used.

In view of the minor variations, it is hereby recommended that the "Note" concerning this fence be revised to read: "The sizes, dimensions and weights shown are approximate. All items shown or required shall be standard......."(remainder of note unchanged)."

Your concurrence in this minor change is requested.

CHB:fp
cc R. L. Porter
L. H. Young
Lloyd Shaw
Frank Hall

Very truly yours,

F. D. Morgan
Construction Engineer

By

F. B. Klaboe
Assistant Construction Engineer

RECEIVED
AUG 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
UG 14 1962
FOR FILING

#111[illegible]

August 13, 1962

Mr. A. V. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Minnesota Freeway Section
Pacific Highway
Multnomah County
Project No. I-5-6(36)304

Dear Sir:

Herewith are two copies, each of the estimate and sketch prepared by the City of Portland, covering adjustment of the fire alarm system in connection with construction of the subject project. Copies of our Staff Attorney's letter were delivered in person August 8, 1962. Another copy of the agreement between the State and City is included for your reference.

Your approval of this portion of the City work and authorization to proceed with it as of this date are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra

FORM E-129

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
E. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
G 10 1962
FOR FILING
6156

August 9, 1962

Peter Kiewit Sons' Company
405 E. Main Street
Medford, Oregon

Gentlemen:

The State Highway Commission on August 9, 1962, awarded to you State Highway Contract No. 6156 for the following project:

Grading and structures on the Minnesota Freeway section of Pacific Highway in Portland in Multnomah County.

This award was based on your bid of $3,190,847.80 which was the low bid submitted to the Commission on August 8, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

fkn

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Marchant

RECEIVED
AUG 13 1962
FOR FILING

6-4-6

477 Cottage Street, N.E.
Salem, Oregon

August 9, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-6(36)304

As requested in your letter of today advising that all rights-of-way or rights-of-entry have been acquired for Oregon Project I-5-6(36)304, Minnesota Freeway Section of the Pacific Highway in Portland, and, following receipt of copies of letters sent the utilities through your legal staff, advising them concerning necessary adjustments of facilities, we hereby concur, as of this date, in award of Contract No., 6156 to Peter Kiewit Sons Co., of Omaha, Nebraska, low bidder in the amount of $3,190,847.80 at the August 8, 1962 bid opening.

Another factor prompting our action was the satisfactory conclusion of negotiations between the State and the Peninsula Drainage District by execution of an agreement covering work on the district's facilities made necessary by construction of this project.

Original To Young
8-13-62

RECEIVED
JUL 25 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1962

To: MEMO TO THE FILES

SUBJECT: Locked Gate Accesses
Pacific Northwest Bell Telephone Co.
Minnesota Freeway Section
Pacific Highway
Multnomah County

On Friday, July 20, 1962, I met with Messrs. E. B. Ehrmann, Senior Engineer, and H. A. Riley, District Construction Supervisor, of the subject company and discussed the location of locked gate accesses to their underground cable which will be located within the westerly right of way line of the subject section between Stations "VU" 87+50 and "FD" 128+17.

It was decided that the best location for these gates would be approximately opposite Station "VU" 88+75, where the existing Swift Highway joins Denver Avenue, and approximately opposite Station "DV" 12+50 on what is now called North Denver Court. According to the Grading Plans dated August, 1962, no fence will be built in either of these areas under the grading contract. Therefore, it will be necessary to include these two gates in a future contract.

The gates are to be 10 or 12 feet wide, and the telephone company requests a two-padlock system with the State and the company each having their own lock.

If at any future date the existing Swift Highway and/or North Denver Court are vacated, the telephone company should be allowed a permanent right to use these roads for accesses.

Another problem was discussed concerning the depth necessary to bury the new cable so as to avoid damage when the existing off-ramp near Station "FD" 116+50 is obliterated on a future contract. It was suggested that Mr. Ehrmann contact Messrs. Shaw and Don of the Metropolitan Division to resolve this problem.

It is recommended that the telephone company be allowed locked gate accesses as stated, and that if Swift Highway and Denver Court are vacated at any time in the future, the comp any be allowdd a permanent right to continue using these roads.

TWL:bjh

T. W. Litchfield
Utilities Liaison Engineer

ORIGINAL SIGNED BY
T. W. LITCHFIELD

cc: R. L. Porter
L. H. Young
F. L. Hall
W. T. Wright
L. P. Shaw
James Don
R. P. Sipprell
J. M. Cartwright

NOTED L POR

RECEIVED
JUL 24 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

July 17, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

61

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-6(36)304
Minnesota Freeway Section
Grading and Structures

We have approved, as of this date, the P. S. and E. documents for the subject project.

This is to authorize your advertising of the project for bids, with the understanding that all necessary right-of-way parcels are available for the contractor's use except for seven parcels. Mr. Wright's July 13, 1962 letter indicates that agreements will be reached on two of these parcels and condemnation proceedings instituted on the remaining parcels prior to the bid opening. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry and access rights have been or are in the process of being acquired.

Our approval is with the further understanding that Plan 1 of Mr. Young's July 6, 1962 proposal, regarding relocation of the Pacific Northwest Bell Telephone Company toll cable, is approved, however, without revision of the access control line. Consequently, you should modify your plans to show the fence line and access control line along the right-of-way with locked gates provided for access. A bid item for these gates should be added to your proposal.

Our notification of program approval memorandum of this same date authorized you to proceed with utility preliminary engineering for adjustments which are listed and included in the project total estimated cost. The City of Portland agreement was approved by this office on December 6, 1961. Evidence that satisfactory agreements have been reached in connection with the other utilities adjustments should be furnished prior to award of contract. Authorization to proceed with all reimbursable utility adjustment is withheld until utility plans and detailed estimates are furnished to and approved by this office.

original To Young
7-18-62

NOTED
R. L. PORTER

NPPKW-1.4
NPP 285/70a(Columbia Sl.-Bridges)-3.

6 July 1962

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Inclosed is an instrument signed 28 June 1962 approving the attached plans submitted by you for construction of a bridge across Columbia Slough, mile 6.9, at Portland, Oregon.

It is requested that this office be notified sufficiently in advance of the dates of commencement, suspension, resumption and completion of the work in order that inspections may be made at appropriate times.

Very truly yours,

T. W. RAGSDALE
Chief, Operations Division

1 Incl
Signed Instrument
dtd 28 June 1962

RECEIVED
JUN 19 1962
FOR FILING

THE PORT OF PORTLAND
P.O. BOX 4099
Portland 8, Oregon

NOTE: It is understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining Federal assent to the work authorized. IT MERELY EXPRESSES THE ASSENT OF THE PORT OF PORTLAND SO FAR AS CONCERNS THE PUBLIC RIGHT OF NAVIGATION.

PERMIT NO. 62-10

Date June 11, 1962

Oregon State Highway Department
Salem,
Oregon

Referring to written request to the Corps of Engineer, Portland, Oregon:

I have to inform you that, by authority of The Port of Portland Commission, acting under the statutes of the State of Oregon, delegating to it control of navigation in the Willamette and Columbia rivers, between Portland and the sea, you are hereby authorized by the Commission to:

Construct a FIXED BRIDGE with the main span piers set riverward of low water to provide a horizontal clearance of 94 feet and a vertical clearance above low water of 44 feet, across the Columbia Slough, Mile 6.9, in Portland, Oregon. Construction of the bridge will be so scheduled as to not interfere with general navigation.

subject to the same conditions as are stated in the Permit or Permits of the Corps of Engineers of the U.S. Army, issued to you and covering this work, except that in condition (g) stated in the Engineer's permit, The Port of Portland shall be substituted for the United States.

This permit shall become effective on the date the Corps of Engineers shall have issued a permit.

THE PORT OF PORTLAND COMMISSION

By
General Manager

AJH:cma
cc: District Engineer, Operations Div.
Lofton L. Tatum
File

NOTED
P. M. STEPHENSON

RECEIVED
JUN 19 1962
OREGON
STATE HIGHWAY COMMISSION

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENN[illegible] FRID[illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
1962
FOR FILING

July 6, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Telephone Cable Location
Denver Avenue
Minnesota Freeway Section
Pacific Highway
Multnomah County

Dear Sir:

In connection with this project, the Pacific Northwest Bell Telephone Company owns a toll cable which is now buried on the east side of Denver Avenue between the North Portland Harbor and the Vanport Overcrossing structure. To satisfy the requirements of the principles of access control as set up by the Bureau of Public Roads, it is necessary to relocate this toll cable to lie outside the access control lines as established on the construction plans. This may be accomplished in any one of three ways, as described below and shown on the attached sketch:

1. Relocate on the westerly side of the proposed new aligament approximately parallel to the proposed right of way line, within the right of way, but outside the access control line. This route would cross under the proposed "SF" and "SU" lines, and follow along the "VU" line parallel to the right of way line and outside the access control line. It would cross under the Swift Highway and North Portland Road, and then parallel North Portland Road to a point of connection with the existing cable on the bridge over North Portland Harbor. This is the most direct route and the least expensive to be proposed.

2. Relocate similar to Plan No. 1 to a point near "SF" Line Station 101+50, and then follow around the "SF" and "SD" Lines, across North Portland Road to the existing cable on the bridge. This route would cost an additional $42,000 largely due to the additional distance and the technical problems this would involve.

3. A third route has been considered which would follow Plan No. 1 approximately to "L" Line Station 114, and then cross under the "FD", "L" and "DF" Lines to a point near the easterly right of way lines and cross under the "W", "SU", "VU", "UV", and "US" Lines near "UV" Line Station 101, and then parallel the "US" Line to

connect with their existing cable on the bridge over North Portland Harbor. This route would cost approximately $45,000 more than Plan No. 1.

All of these proposals would have the cable located within the State Highway right of way. The right of a utility to occupy public road right of way is clearly stated in ORS 758.010, (1) and (2).

The type of cable required in this line is a special quaded cable which may be used only in this line between Portland and Vancouver. It is necessary that this cable be ordered specifically for this job, and must be ordered in exact lengths to fit the manhole locations as designed. Should the plans be materially altered after the cable is produced, much of this cable would be unusable in the revised location because of the complex and delicate nature of this type of cable.

The telephone company has ordered cable to fit design no. 1. About 75 per cent of this order has been produced and is now loaded on railroad cars for shipment. Production has been suspended pending the outcome of the decision of the State and the Bureau of Public Roads. The value of the cable which is ready for shipment is approximately $40,000.

The following facts are apparent:

1. The telephone company has a legal right to occupy the State Highway right of way.

2. Plan No. 1 is the most economical, amounting to a savings from $42,000 to $45,000 in construction costs.

3. Adoption of a plan other than No. 1 would result in the loss of approximately $40,000 worth of cable to the company in addition to the added construction cost mentioned above.

4. The right of way widths which we are acquiring are the amount which are normally purchased to allow proper maintenance and landscaping around the toe of the fill, and should not be considered "excess right of way".

5. Access to the proposed Plan No. 1 is available from Victory Boulevard and from North Portland Road and would be prohibited from the freeway roadbed.

6. This encroachment would consist of a buried cable with a total of six access manholes between North Portland Road and the Vanport Overcrossing. All that would be visible after construction would be the manhole covers and this would not preclude the State's maintenance of the area occupied by the telephone company.

Therefore, it is the opinion of the Department that the most economical plan is both reasonable and justified, since the access control lines may be moved in to allow the telephone company access to their proposed relocation, consistent with the policies of access control.

Another problem has developed which involves the ground radial system for the King Broadcasting Company which is situated west of Denver Avenue and encroaches on the proposed taking between Stations 104+50 and 112+00. These radials are shown on the attached map, and form a circle with an 800-foot radius around the tower. Federal Communication Commission regulations require that these radials be 800 feet long.

The broadcasting company has agreed to sign an option which will allow them to install a new radial system on our proposed right of way taking from them, so long as we agree not to disturb these radials after they are in place. They had no objection to the position of our access control lines or the fact that they would not be able to maintain these radials in the future.

This request appears reasonable and the Department will allow the company to do this work as long as it is completed by December 31, 1962, and the right of way is left in a clean and neat condition. We will include provisions in the contract to prevent our contractor from doing any work in this area before that date.

Please advise the Department as soon as possible of your opinion on these matters.

Very truly yours,

L. H. Young
Office Engineer

RECEIVED
JUL 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:fp:bjh
cc: G. S. Paxson ✓
F. D. Morgan
R. P. Hamilton
W. T. Wright
Lloyd P. Shaw

RECEIVED
1962
FOR FILING

6156

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5, 1962

SUBJECT: Minnesota Freeway
Foundation Conditions in the vicinity
of Station 146

To: Mr. I. D. Merchant
Bridge Engineer
OFFICE

ATTENTION: Mr. Walter J. Hart

We have enclosed some soils exploration and test data from our files which demonstrate the poor foundation conditions near Station 146 on the Minnesota Freeway which location is near the north end of the proposed structure which will cross the Columbia Slough. The enclosures consist of two prints each of the Soil Summary Sheet. Laboratory Reports numbers 486350 and 490765, and attached to the Lab. Reports are prints of the Foundation Stability Investigation showing the need for and appropriate dimensions of counterbalances to the proposed fill to make them stable. We have furnished this data in response to your request for support information showing the desirability of planned length of bridge structure to the north of Columbia Slough.

Drill hole R-15 which was located at Station 146 near the north end of the bridge structure, indicates about the weakest foundation conditions to be encountered excepting in the drainage canal crossing near Station 138 as shown by drill holes R-13 and R-14. In addition to the evidence in the drill hole of weak foundation, a practical demonstration of the weakness was widely observed during the construction of the new drainage district pump house a few years ago. There still exists other evidence of this weakness where the canal bank slope has failed and broken just north of the pump house. Because of the height of fill required to approach the necessary height of structure which was specified to by the Drainage District to clear the dike by 11-feet, a substantial counterbalance fill would be required adjacent to the pump house. This could result in possible substantial damage to the pump house and to the pumps on account of disturbance by pushing of or heaving of the structure causing misalignment of the pumps and motors. If the pump house should be inoperable during the rainy season or during the spring runoff in the Columbia River, major damage could be suffered by flooding within the Drainage District.

NOTED
R. L. PORTER

These circumstances are probably the main justification for the length of the structure to the north from Columbia Slough but, in addition, there is the necessity for passing Schmeer Road under the new freeway at this same structure. Also, it has been pointed out that it is very desirable to re-align the Peninsula District Drainage Canal around the end of the freeway fill and under the structure here because of the possible uncertainty of maintaining a culvert undercrossing of the canal under the fill. Here again, if a culvert undercrossing should ever fail to carry the drainage flow to the pump house, the District could suffer large damages from flooding.

Please let us know if we can help further in this matter.

F. D. Morgan
Construction Engineer

By
GL Decker
G. L. Decker
Field Construction Engineer

FWY:bjh

cc: R. L. Porter
G. K. Attig
T. W. Litchfield
F. W. Yarbrough

RECEIVED
JUL 5 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 21 1962
FOR FILING
[illegible]
6156

June 19, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Under date of January 15, 1962, you submitted to us duplicate copies of an agreement to cover the construction of an overpass of your freight line near Columbia Boulevard in North Portland, your Mile Post 7.45, Kenton Line.

In this agreement you provided for the payment of $2,000 as a consideration for the easement. We did not feel that payment for what is essentially air rights was in order and have held these agreements pending a conference to establish some policy on the matter. The meeting was held last week in Seattle under the auspices of the A. A. R., at which time the matter was discussed between Mr. Cooper and Mr. Bunjer. It is my understanding that it was agreed that charges for air rights were not in order in locations where industrial development justifying the placing of any value upon such rights was not foreseeable.

I am therefore returning the two copies of this agreement and would ask that this payment for air rights be deleted. We have found the remainder of the agreement in order and with this one revision are in a position to present it to the Highway Commission for execution.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
enc.
cc Mr. R. M. Brown
bc Mr. Forrest Cooper
Mr. L. I. Lindas
Mr. Fred Klaboe

RECEIVED 40230
1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1962

SUBJECT: File No. 32495 - ~~UPRR Co. Agreement~~
~~Minnesota Freeway~~
Multnomah County

~~To:Mr. Floyd~~ Query
Secretary

OFFICE

Attached please find two copies of an agreement with Union Pacific Railroad Company, relative to the above titled matter. This should be presented to the Highway Commission for execution.

Please return both copies to this office after execution by the Commission for further handling.

JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachments
cc: G. S. Paxson

[illegible]

NOTED

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[illegible] 1962
FOR FILING

I [illegible]
J. A. BUNJER
CHIEF ENGINEER
6156

UNION PACIFIC RAILROAD COMPANY

ENGINEERING DEPARTMENT

1416 DODGE STREET
OMAHA 2, NEBRASKA

June 25, 1962
B-2064 Genl

PERSONAL

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
State Highway Building
Salem, Oregon

(CC- Mr. W. A. Bugge
Director of Highways
Department of Highways
Transportation Building
Olympia, Washington

Mr. H. H. Hale
Assistant to Vice President
Highway Transportation
Association of American Railroads
Transportation Building
Washington 6, D.C.)

Cal. W. A. [illegible]

Dear Sir:

Referring to our conversation at Seattle on the morning of June 14th and my commitment that I would endeavor to have the controversy regarding air rights in the Oregon Highway Department cleared up.

I am attaching hereto copy of letter of instructions from our Vice President-Operations which I hope will satisfy all concerned. If this should again ever be injected into any of the meetings without my knowledge, I would appreciate your dropping me a personal note so I can investigate immediately.

Yours very truly,

J A Bunjer

Pdx604

Omaha - June 21, 1962

JMB
JUN 25 1962

JAB	JMB	JMC	HCS	RJB
	JUN 25 1962			GJM
JCR				JJM
[illegible]	CMJ	VLE	RPR	WAC

Mr. C. H. [illegible]
Mr. C. A. Cunningham - Salt Lake
Mr. D. F. [illegible] - Portland

(CC - Mr. F. J. [illegible]
Mr. A. C. [illegible]
Mr. J. A. [illegible])

We have report that at the recent meeting of the AAR Grade Crossing Committee with the Western Association of State Highway Officials at Seattle one of the members of the Western Association brought up the fact that Union Pacific was requesting payment for air rights on two projects in Oregon, one being at The Dalles and the other at Portland. The first request was about $1,400 for 0.72 of an acre and the other for approximately $2,000 for 0.74 of an acre, and the Highway Department officials were very much concerned regarding this request.

The question of seeking compensation for air rights has not been injected into negotiations with the Highway Departments in our territory, and, for the most part, it is questionable that these air rights will be of value over most of our territory, and the Oregon Highway Department have expressed themselves as saying they have no intention of paying for any air rights and, if necessary, will go to court.

We have a number of controversies with the various Highway Departments regarding use and crossing of our properties, and I do not feel that we should inject new elements into these negotiations unless they are very well founded. We have had the question of extending the new Federal Aid and Interstate Highways to reach industries beyond become a major point of contention, and we have had a number of other protective provisions challenged by the Highway Departments in the use of our right of way, and some of these are of major importance to us.

Will you please handle with the Properties Department officers in your territory and see that the question of sale of air rights is not brought into the picture without our approval. There are some locations at present and in the future which probably will be more in an area, such as Los Angeles, Kansas City, Denver, Salt Lake City, Portland, Seattle, and Omaha, where air rights may become valuable in the future, and we will have to take the matter of air rights into consideration, but, before doing so, we wish to have a clear determination that it is proper.

E. H. BAILEY

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Y 3 1962
FOR FILING

May 1, 1962

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Re: Proposed Columbia Slough Bridge
on the Minnesota Freeway

Application is hereby made by the State Highway Department of the State of Oregon at the State Highway Building in Salem, Oregon, for approval by the Chief of Engineers and the Secretary of the Army of plans of a bridge to be constructed across Columbia Slough approximately 6-3/4 miles above its confluence with the Willamette River. The proposed structure is on the North Portland Harbor-N. Russell Street Section of the Minnesota Freeway.

Legal authority for the structure is found in the General Bridge Act of 1946.

The April 16, 1959 minutes of the Oregon State Highway Commission authorize the location of the structure on the proposed Minnesota Freeway.

As required by your regulations, linen tracings of three sheets are enclosed with four white prints of each of the permit drawings.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

P. M. Stephenson
Assistant State Highway Engr.

IDM/mm

Enclosure

cc Mr. Ivan Merchant

RECEIVED
APR 1 - 1962
FOR FILING

6156

Salem, Oregon
March 8, 1962

32508 [illegible] [illegible]

Agenda Item 1-f

File No. 32507 - Blomgren
File No. 32508 - Neal
Minnesota Freeway Section
Pacific Highway
Multnomah County

Mr. L.I. Lindas
Chief Counsel
Office

Attention: Mr. Walter T. Wright
Right of Way Engineer

Attached for further handling are the originals of two Release of Access Restrictions, one to Clarence A. Blomgren and one to Guy Neal releasing access restrictions from their properties to N.E. Columbia Boulevard, a Multnomah County Road, on the Minnesota Freeway Section of the Pacific Highway in Multnomah County.

A fully executed copy of each Release has been retained in this office for the Commission's files.

Secretary

rn
Attach: 2

FORM E-90 50M 6-61 30681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1962

AGENDA
MAR 2 1962
1f

SUBJECT: AGENDA ITEM FOR
MARCH 2 MEETING
File No. 32507 - Blomgren
File No. 32508 - Neal
Minnesota Freeway Section
Pacific Highway
Multnomah County

To:

Mr. Floyd Query
Secretary

Office

Please place on the agenda of the March 2 meeting the matter of releasing access restrictions from the Blomgren and Neal properties to N. E. Columbia Boulevard, a Multnomah County road.

In our original takings from these properties, we denied access between the parcels conveyed and the owners' remaining property. The parcels conveyed are to be used in connection with the widening of Columbia Boulevard adjacent to the off leg connection from the Minnesota Freeway.

These properties are outside our normal access control limits, and access should not have been controlled. The attached instruments release the rights of access which we acquired in connection with these takings.

The original of each Release of Access Restrictions should be returned to us after execution by the Commission. The copies may be retained in your files.

L. I. Lindas
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

2 (A)s
2 COPIES TO BE SIGNED of each)
(by [illegible]

DHM:zg
Attachments
Two Releases of Access
Restrictions in duplicate

cc Mr. L. I. Lindas

NOTED
FLOYD QUERY
R.E

-5-

FORM E-60 50M 6-61 30881

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1962

AGENDA
MAR 2 1962
1f

SUBJECT: AGENDA ITEM FOR
MARCH 2 MEETING
File No. 32507 - Blomgren
File No. 32508 - Neal
Minnesota Freeway Section
Pacific Highway
Multnomah County

To:

Mr. Floyd Query
Secretary

Office

Please place on the agenda of the March 2 meeting the matter of releasing access restrictions from the Blomgren and Neal properties to N. E. Columbia Boulevard, a Multnomah County road.

In our original takings from these properties, we denied access between the parcels conveyed and the owners' remaining property. The parcels conveyed are to be used in connection with the widening of Columbia Boulevard adjacent to the off leg connection from the Minnesota Freeway.

These properties are outside our normal access control limits, and access should not have been controlled. The attached instruments release the rights of access which we acquired in connection with these takings.

The original of each Release of Access Restrictions should be returned to us after execution by the Commission. The copies may be retained in your files.

L. I. Lindas
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

2 (A) s
2 COPIES TO BE SIGNED of each
(by Commission)

DHM:zg
Attachments
Two Releases of Access
Restrictions in duplicate

cc Mr. L. I. Lindas

NOTED
FLOYD QUERY
R.E

RECEIVED
FORM E 385 50M 6-61 16682
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 21, 1962

SUBJECT: R-33297 - Peninsula Drainage
District Number Two
North Portland Harbor-
North Russell Street Section
Pacific Highway

To: Mr. Walter Wright
Right of Way Engineer

Office

Sometime last week the above numbered file was placed on my desk with a formal letter of offer to the above named Drainage District offering $600.00 for 0.3 acre of right of way under threat of filing the condemnation complaint if the offer was not accepted. Being somewhat disturbed at threatening a condemnation against another public agency, without every effort at negotiation, I refrained from sending the letter pending making more inquiries as to the real state of negotiations.

I discovered that a conference was to be held February 20, 1962, between representatives of the District and the Department and I decided to await the outcome of this conference. I am told that the conference was attended by representatives of the District, its attorneys, and with the Department being represented by personnel from the Construction Department, Metropolitan Engineers' Office, the Liaison Engineer, Right of Way Agent, and an Assistant Attorney. I understand that all phases of the construction project, as well as the right of way acquisition, were discussed and apparently grounds were found for an amicable settlement of all the differences. I believe the Liaison Engineer is to work up the results of the conference into recommendations leading towards an agreement.

It thus appears to me to be the wisest course to continue to refrain from forwarding the formal letter of offer. I should be kept informed as to negotiations so that this step can be taken as it becomes absolutely necessary.

I might say that if this conference results in an agreement between the District and the State, satisfactory to both parties, that it will be the result of the kind of negotiations that would have the best chance of success in any case involving utilities relocation where acquisition of rights of way is required from the utility. The thing I am trying to suggest is the concerted effort in every such case of all interested Divisions of the Department in the negotiations for such rights. I believe that such a planned and

RECEIVED
FEB 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

concerted effort initiated at an early date in the project program could go a long ways toward having rights of way troubles cleared at the contracting stage.

G. E. ROHDE
Assistant Counsel

GER:hg

CC - Mr. R. L. Porter
Mr. T. Litchfield
Mr. Jack Sollis
Mr. Joe Hershberger
Mr. Frank D. Morgan

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FOR FILING

COMMISSIONERS
[illegible]IVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

7

6126

February 8, 1962

Mr. Fred M. Siefert
General Manager
Northwest Nut Growers
1601 North Columbia Boulevard
Portland 17, Oregon

Subj: Disposal Area
Minnesota Freeway

Dear Sir:

The matter of placing surplus excavated materials on your land near North Columbia Boulevard has been referred to me by Mr. Forrest Cooper, State Highway Engineer.

I wish to advise you that we do not contemplate a surplus of excavated material during the construction of the proposed Minnesota Freeway. Our location and design have been made to take advantage of all the material that is available. If something unforeseen happens and a surplus does come to light, we will keep your request in mind.

I am sending a carbon copy of this letter to Mr. Lloyd P. Shaw, our Metropolitan Engineer in Portland, who will be in direct charge of the construction of this project in order to advise him of your need for surplus material.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F.B. Klaboe
F.B. Klaboe
Assistant Construction Engineer

NOTED
G. S. PAXSON

GKA:jp

cc: G.S. Paxson
R.L. Porter
Lloyd P. Shaw

Northwest Nut Growers

1601 N. COLUMBIA BLVD.
PORTLAND 17, OREGON
BUtler 5-3605

January 26, 1962

Mr. M. K. McIver, Chairman
Oregon State Highway Commission
5821 N. E. Glisan Street
Portland 13, Oregon

Dear Mr. McIver:

We have signed a Real Estate option with the Highway Department covering 6/10th of an acre plus 2 easements - re your file #32497 - N. Portland Harbor- Russell Street, Pacific Highway.

Our property lies north of Columbia Blvd. extending to the Columbia slough. In the area along the Columbia slough we have about 5 acres of low land. In building the Minnesota Freeway if there should be a surplus of fill dirt over and above what the requirements for the highway are, we would be more than pleased to take the surplus to bring our low land up to the level of our other land.

We will be waiting to hear from you in regard to this subject.

Sincerely yours,

NORTHWEST NUT GROWERS

Fred M. Siefert
Fred M. Siefert
General Manager

FMS/pjt

RECEIVED
FEB 5 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED

Form CD-121 (9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
~~Salem, Oregon~~

DATE: February 2, 1962

6156

Attention: Mr. G. S. Paxson, Deputy State Highway Engineer

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Overcrossing - Union Pacific Railroad Tracks,
Minnesota Freeway near Columbia Boulevard - Portland

We are returning herewith the single copy of a proposed State-Railroad agreement covering the above overcrossing submitted with your letter of January 24, 1962.

The agreement has been reviewed in this office and it appears satisfactory. It will be approved when presented after proper signature by the interested parties. Please send us three copies of the executed agreement when available.

Attachments

RECEIVED
FEB 5
OFFICE O
STATE [illegible]

NOTED
G. S. PAXSON

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B 13 1962

FOR FILING

[illegible]

6156

Interstate

January 24, 1962

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Overcrossing - UP Tracks
Minnesota Freeway near Columbia
Boulevard - Portland

Attached is one copy of the agreement with the Union Pacific Railroad Company covering an overcrossing of its freight lines and the installation of a storm sewer across its right of way on the Minnesota Freeway in Portland.

It would be appreciated if you would review this agreement and advise as to your approval. This is a copy that must be presented to the Highway Commission for signature and I must have it returned to me. A conformed copy will be furnished you when the agreements have been completed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

cc Mr. Forrest Cooper

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1962
FOR FILING

I-5-6
6156

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1962

SUBJECT: Agreement with Union Pacific Railroad Co.
on Bridge No. 8882

Interstate

To: Mr. P. M. Stevenson
Ass't. State Highway Engineer

OFFICE

I have reviewed the attached State-Union Pacific Railroad Company Agreement covering construction of an overcrossing of Union Pacific tracks on the Minnesota Freeway near Columbia Boulevard in Portland (our job #8882). The general terms and engineering features of the Agreement are satisfactory to this office; and insofar as I am concerned, the Agreement can be put in line for signing.

I have not had the Right-of-Way descriptions checked.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

CAG:vt

NOTED
G. S. PAXSON

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1962

SUBJECT: Minnesota Freeway Channel Change of Peninsula 2 Drainage Canal

To: Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. Joseph Teel

We have considered the subject channel change as an alternate to the previous proposal of a multiple culvert installation (print marked 1-2-62 Teel). We see no serious objection to the channel change.

The maximum capacity of the two pumps is about 40,000 gpm or about 90 cfs. It is apparent that conveyance is not a problem but any reduction in fore-bay storage capacity would be looked upon with disform favor by the district and the Corps of Engineers.

If the plan is adopted, we make the following suggestions:

1. Curve the connections to the existing channel as sketched on the print.

2. Provide for drainage along the west side of the freeway.

3. Take cross sections of the existing canal and adjust the proposed canal if necessary so that we can tell the district and the Corps of Engineers that we are providing more fore-bay storage volume than before.

Roy C. Edgerton
Research Engineer

cc ✓ Mr. P. M. Stephenson

NOTED
P. M. STEPHENSON

RECEIVED
JAN 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 3rd, 1962

SUBJECT: Landowners Meeting
Peninsula Drainage Dist. No. 2

To: G. S. Paxson
Deputy State Highway Engineer
Salem, Oregon

Reference is made to your letter of December 19, 1961, enclosing a notice of the landowners meeting of the Peninsula Drainage District No. 2. This meeting was held Thursday evening December 28th.

Mr. E. E. Johnston, District Maintenance Superintendent, attended this meeting, and I submit copies of a report which he submitted covering the meeting. Mr. Johnston stated that he did not know where they obtained the information that there would be as much as 11 feet of settlement due to fills on the Minnesota Freeway, but he felt that it was an exaggeration for the effect in presenting it at the meeting.

I believe Mr. Johnston's report contains the information you requested.

A. E. Johnson

A. E. JOHNSON
Division Engineer

AEJ:w
Encl.
cc: Lloyd Shaw
E. E. Johnston

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[illegible]

FORM E-90X 50M 7-60 29396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon
December 29, 1961

SUBJECT: Landowners Meeting
Peninsula Drainage District No. 2

To:

Mr. A. E. Johnson
Division Engineer
Portland, Oregon

In Mr. Paxson's letter of December 19, 1961 he asked that someone attend the Peninsula Drainage District No. 2 landowners meeting on December 28. You asked me to attend, which I did.

The meeting started off with a count of owners present and the acreage represented. There being over 700 acres represented, a quorum was declared present. Highway representation was not included in the count.

A big share of the time used for discussion was on the Minnesota Freeway location and its effect on the pumping station and gates by possible settlement of ground under the fill which was estimated by some to be as much as eleven feet. Also that they want the highway fill to act as a dike but that this was not approved by the Highway Department. Reference was made to an easement for a dike which the Highway Department would have to cross with their approval.

The supervisor reported that an assessment of $12 per acre was in effect since the first of last year and that additional work such as filling ditches and placing tile would require an increased assessment, but they were reluctant to ask the people for it. The engineer reported on maintenance of the system, that some ditches in the east portion had not been cleaned for four years and are needing it now. They are reluctant to spray out the blackberries that are a plaque because of possible damage to garden crops by drift and because of rainfall and effect on livestock.

After re-electing Mr. Tom Donaca as Supervisor the meeting was adjourned.

ORIGINAL SIGNED BY E.E. JOHNSTON
E. E. Johnston
District Maintenance Superintendent

EEJ:bdn

NOTICE OF ANNUAL LANDOWNERS MEETING
PENINSULA DRAINAGE DISTRICT NO.2

The annual meeting of the landowners of the Peninsula Drainage District No. 2 will be held on Thursday, December 28, 1961, at 8:00 P.M. in the auditorium of the Columbia School, 716 N. E. Marine Drive, Portland, Oregon. In addition to the regular business of the meeting, one supervisor is to be elected for a term of three years.

It is very essential that there be a Quorum present. PLEASE TRY AND ATTEND THIS MEETING OR RETURN YOUR PROXY

Kenneth C Todd

Kenneth C. Todd, Secretary
801 American Bank Building
Portland 5, Oregon

The Proxy for you to return if you cannot be present at the meeting is posted below for your convenience.

- -

KNOW ALL MEN BY THESE PRESENTS that I, the undersigned, hereby appoint ______________________ as my proxy to vote all land owned by me within the limits of Peninsula Drainage District No. 2 at the annual meeting for 1961 of the owners of land in said District, to be held on Thursday, December 28, 1961, at 8:00 P.M. in the Columbia School at 716 N.E. Marine Drive, Portland, Oregon, for the election of 1 Supervisor and in connection with any other business that may properly come before the meeting.

Done and dated this _____day of December, 1961

REFERRED TO
Paxson
[illegible] State Highway Engineer

______________________(SEAL)

______________________(SEAL)

Number of acres
that are in (My) or (Our name(s)

RECEIVED
JAN 26 1962
FOR FILE

I-5-6(37) 301

6156

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JANUARY 8, 1962

(File Ref. D 322 - 0 - 15)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Union Pacific - Columbia Blvd. Overcrossing
Minnesota Freeway - Portland

Herewith duplicate signatory counterparts of proposed agreement for overcrossing across railroad right-of-way and tracks in connection with above-captioned project.

Will you kindly review the agreement and if satisfactory arrange for execution on the part of the Highway Commission, being sure to fill in the date of agreement at the top of page 1 on each counterpart? Please return both counterparts to me for completion on the part of the Railroads after execution by the Highway Commission, after which 1 fully-executed copy will be returned to you.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

encs.

RECEIVED
JAN 10 1962
OREGON
STATE HIGHWAY COMMISSION

copy to

RECEIVED
OCT 24 1961
FOR FILING

I-5-6

6156

Salem, Oregon
October 23, 1961

Mr. Ivan D. Merchant

Herewith approved plan and elevation for the Columbia Boulevard overcrossing of the Union Pacific tracks in Portland.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

RECEIVED
SEP 11 1961
FOR FILING

6156

September 8, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Minnesota Freeway

Dear Sir:

Under date of April 19, 1961, I submitted to you prints from our Drawing 8B-22-9 entitled "Storm Sewer Encroachment on U.P.R.R. Company". This also showed the easement which would be required for the proposed structure over your tracks and over Columbia Boulevard in North Portland. The structure is to carry our extension of I-5 leading to the Vancouver-Portland Bridge.

This project is rapidly approaching the stage where we will be letting contracts, and in our studies we have made up the proposed plan and elevation showing clearances. I am sending you, under separate cover, four prints from each of our Drawings 8882-C, 10018, 19, 20. These are the plan and elevation, vicinity maps and profiles for the project.

The project is within the city limits of Portland, where the Public Utility Commissioner does not have jurisdiction and a hearing before him will not be required. The project is a federal-aid project, and, since it does not eliminate any existing grade crossing, no financial cooperation will be required from the Railroad Company.

It would be appreciated if you would, as soon as possible, draw up an agreement between the Railroad Company and the State covering the project. In this agreement, I suggest that you also include the storm sewer line as given in my letter of April 19, 1961.

Through conferences, we are advised that you tentatively proposed to increase the clearances under your present railroad structure at Columbia Boulevard. We have previously advised you that should you lower the grade of Columbia Boulevard, our storm sewer line is of sufficient capacity to handle surface drainage from the dip in the grade line of Columbia Boulevard which would be created. You will also note that we have provided 26 feet of vertical clearance above your present tracks, which would permit you to raise your tracks by two feet and still maintain your usual clearance. Our proposal will give you the alternate for either of these procedures if you should decide to increase the Columbia Boulevard clearance.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams
Mr. Ivan D. Merchant

RECEIVED
APR 20 1961
FOR FILING

April 19, 1961

Minnesota Freeway

[illegible]

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

The extension of our interstate highway northerly through Portland to a connection with the Columbia River bridge involves the overcrossing of your freight line just south of Columbia Boulevard. In addition to the overcrossing of the freight line, we propose to install a 42-inch corrugated metal pipe storm sewer which would pass underneath the siding tracks and underneath the main line track beneath the overcrossing of Columbia Boulevard. The vicinity map for the structure has already been submitted to you by Mr. Merchant. I attach hereto four prints from our Drawing 83-22-9 entitled "Storm Sewer Encroachment on U.P.R.R. Co.", dated April 1961. This shows the easements which we request, both for the structure and for the storm sewer.

I also attach four copies of descriptions prepared in our office for these easements. Parcel No. 1 is the easement for the overcrossing structure colored in yellow on the map. Parcel No. 2 is a permanent easement for the 42-inch sewer line and is colored in red on the map. Parcel No. 3 is a construction easement to allow us working room for the installation of the pipe and would expire upon the completion of the project. In placing the pipe, we propose to tunnel underneath your siding tracks and to open-cut the remainder of the distance, including the section underneath the Columbia Boulevard overcrossing.

This project is within the city limits of Portland, and a Public Utility Commissioner hearing will not be required, as he has no jurisdiction in Portland. The project will be an interstate federal-aid project. It would be appreciated if you would examine these requests for easements and process the maps and descriptions, which will become a part of the ultimate construction agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:as

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter T. Wright

DESCRIPTION ONLY

Union Pacific Railroad Company
North Portland Harbor-Russell Street Section
Multnomah County

File No. 32495
RR 3-14-61
8B-14-18
Pacific Highway

Easements

PARCEL NO. 1 A permanent structure easement over or on the following described parcel, to-wit:

A parcel of land lying in the SW¼ of Section 10, Township 1 North, Range 1 East, W.M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the Northwest corner of Block 9, Fairport, in the City of Portland, Multnomah County, Oregon; thence Southeasterly along the Northeasterly line of said Block 9, a distance of 47.91 feet; thence Northwesterly in a straight line to a point opposite and 130 feet Easterly of Station 174+00 on the center line of the relocated Pacific Highway; thence Northwesterly in a straight line to a point opposite and 70 feet Easterly of Station 173+50 on said Highway center line; thence Northerly parallel to and 70 feet Easterly of said Highway center line to the Northerly right of way line of the Union Pacific Railroad Company; thence Westerly along said Northerly right of way line to a line which is parallel to and 85 feet Westerly of said Highway center line; thence Southerly along the last mentioned parallel line to the Northeasterly line of that property described in that deed to Paul H. and Jessie A. Angerstein, recorded in Book 1557, Page 234 of Multnomah County Records of Deeds; thence Southeasterly along the Northeasterly line of said Angerstein property to the Northeast corner of said Angerstein property; thence Southeasterly in a straight line to the place of beginning.

The Highway center line herein referred to is described as follows:

Beginning at Engineer's center line Station 167+44.05, said Station being 962.80 feet North and 252.80 feet West of the Southeast corner of the John Rankin D. L. C., Township 1 North, Range 1 East, W.M.; thence on a spiral curve right (the long chord of which bears South 14° 48' East) 500 feet; thence on a 3819.72 foot radius curve right (the long chord of which bears South 7° 01' 15" East) 703.89 feet to Station 179+47.94.

EXCEPT therefrom any portion lying within that property described in that deed to the City of Portland, recorded in Book 1274, Pages 372 through 375 of Multnomah County Deed Records.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.1 acres, more or less.

PARCEL NO. 2 A permanent easement for drainage pipe, over or on the following described parcel, to-wit:

A parcel of land lying in the SW¼ of Section 10, Township 1 North, Range 1 East, W.M., Multnomah County, Oregon, the said parcel being that portion of the U. P. R. R. Company property included in a strip of land 15 feet in width, 7.5 feet on each side of the following described center line:

Beginning at a point opposite and 122.5 feet Westerly of Station 174+50 on the center line of the relocated Pacific Highway, which center line is described in Parcel #1; said point being 257.6 feet North and 207.6 feet West of the Southeast corner of the John Rankin D. L. C., Township 1 North, Range 1 East, W.M.,; thence North 9° 19' 20" West, 500 feet.

EXCEPT therefrom that property described in that deed to the City of Portland, recorded in Book 1274, Pages 372 through 375 of Multnomah County Deed Records.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 2,800 square feet, more or less

PARCEL NO. 3 A temporary easement for construction of drainage facility, for duration of project, over or on the following described parcel, to-wit:
A parcel of land lying in the SW¼ of Section 10, Township 1 North, Range 1 East, W.M., Multnomah County, Oregon, the said parcel being that portion of the U. P. R. R. Company property lying Westerly of Parcel #1 and Easterly of a line which is parallel to and 30 feet Westerly of the center line described in Parcel #2.

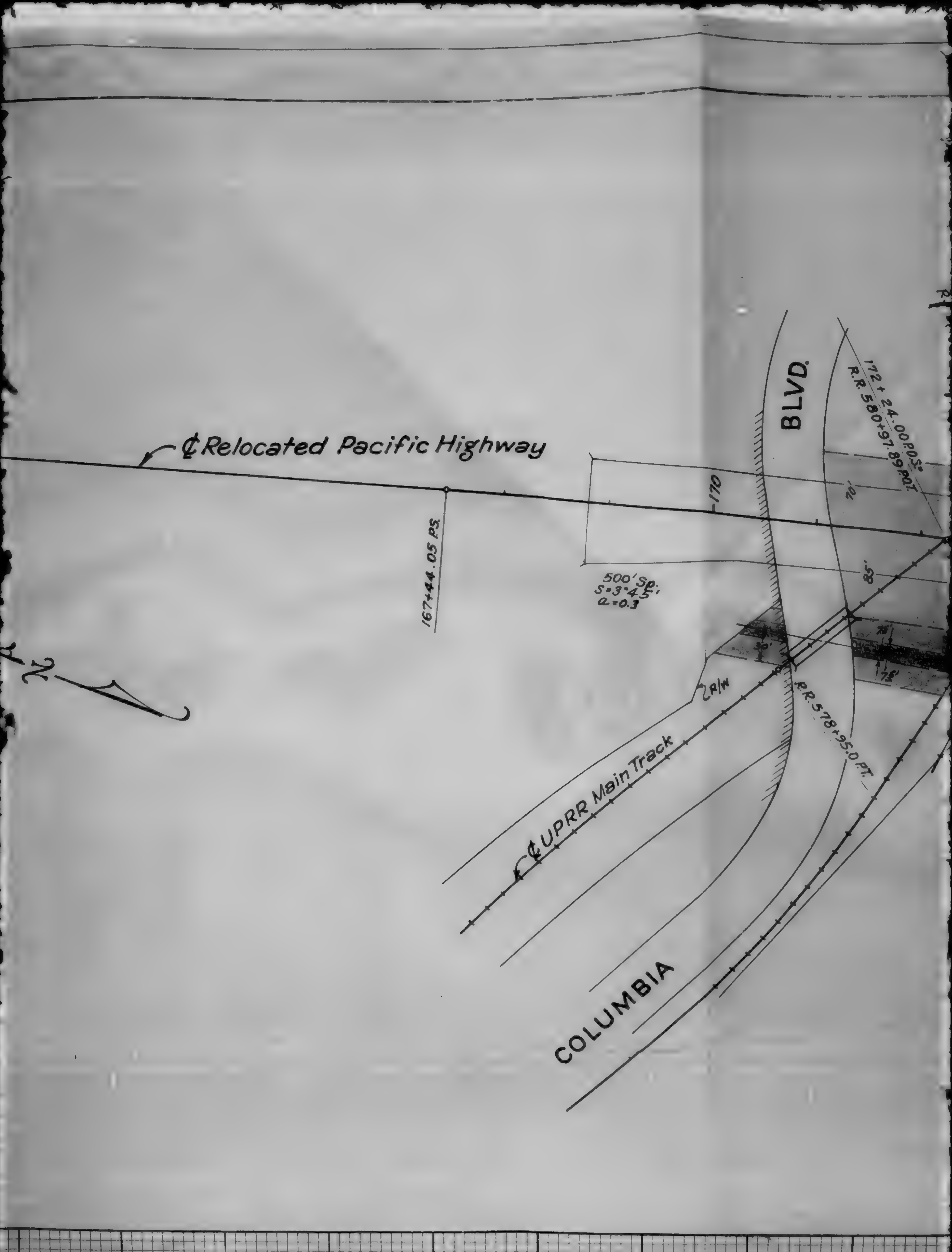
EXCEPT therefrom that portion lying in Parcel #2.

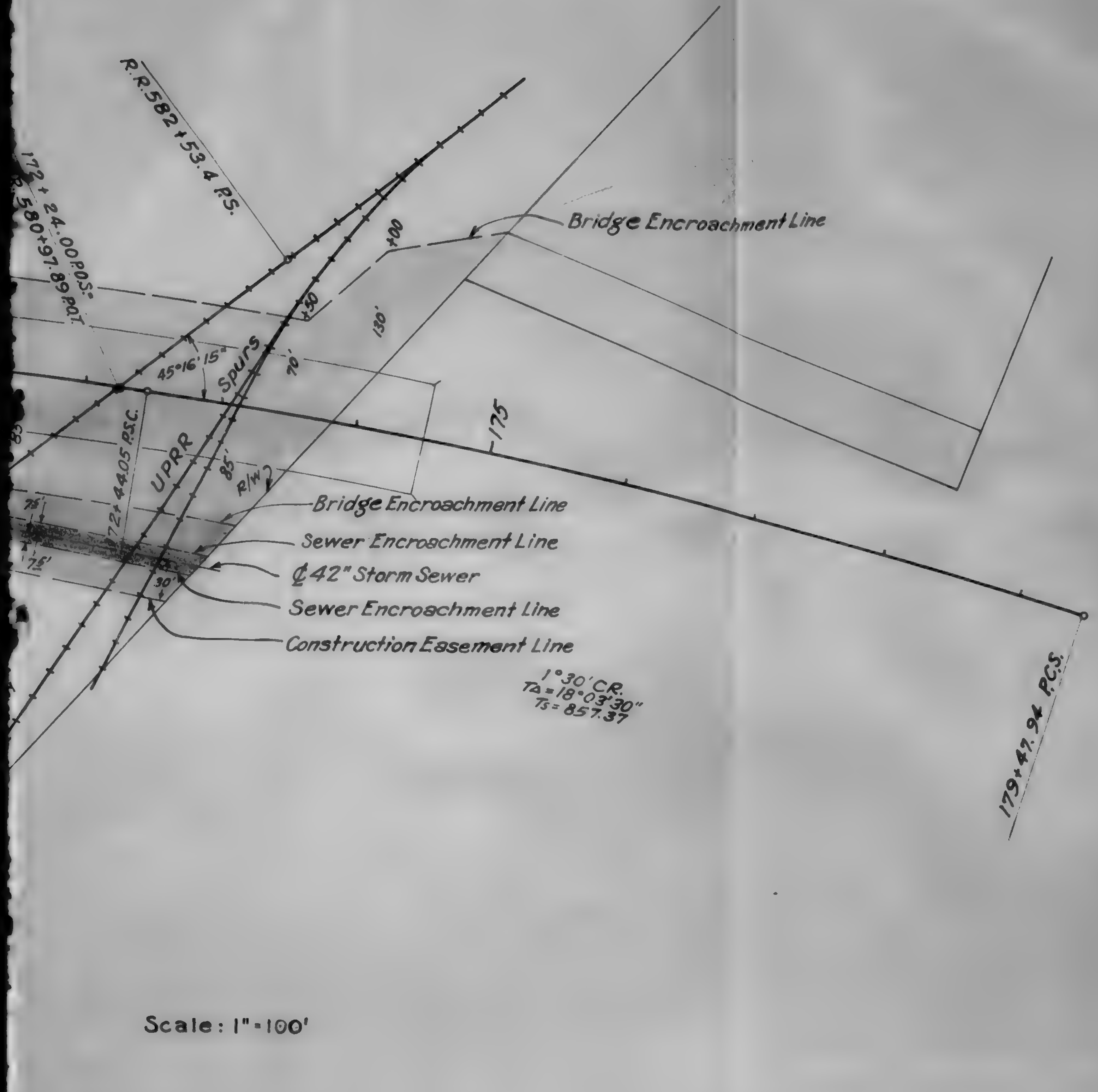
ALSO EXCEPT that property described in that deed to the City of Portland, recorded in Book 1274, Pages 372 through 375 of Multnomah County Deed Records.

The parcel of land to which this description applies contains 0.2 acre, more or less.

lw/wc

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		


℄ Relocated Pacific Highway
167+44.05 P.S.
170
500' Sp.
S=3°45'
a=0.3
BLVD.
172+24.00 P.O.S.
R.R. 580+97.89 P.O.T.
70'
85'
30'
75'
75'
R/W
R.R. 578+95.0 P.T.
℄ UPRR Main Track
COLUMBIA
N
R


R.R.582+53.4 P.S.
172+24.00 P.O.S.=
R.580+97.89 P.O.T.
45°16'15"
Spurs
+30
+00
70'
130'
Bridge Encroachment Line
175
72+44.05 P.S.C.
UPRR
85'
R/W
75'
75'
30'
Bridge Encroachment Line
Sewer Encroachment Line
℄ 42" Storm Sewer
Sewer Encroachment Line
Construction Easement Line
1°30' C.R.
TΔ=18°03'30"
Ts=857.37
179+47.94 P.C.S.

Scale: 1"=100'

OREGON STATE HIGHWAY DEPARTMENT

STORM SEWER ENCROACHMENT ON U.P.R.R. Co.

INTERSTATE FREEWAY (US 99) AT COLUMBIA BLVD.

Multnomah County

Scale 1" = 100'
April 1961

DWG. No. 8B-22-9

OREGON STATE HIGHWAY DEPARTMENT

STORM SEWER ENCROACHMENT ON U.P.R.R. Co.

INTERSTATE FREEWAY (US 99) AT COLUMBIA BLVD.

Multnomah County

Scale 1" = 100'

April 1961

DWG. No. 8B-22-9

ORIGINAL SURVEY

NOTE BOOK

NO.

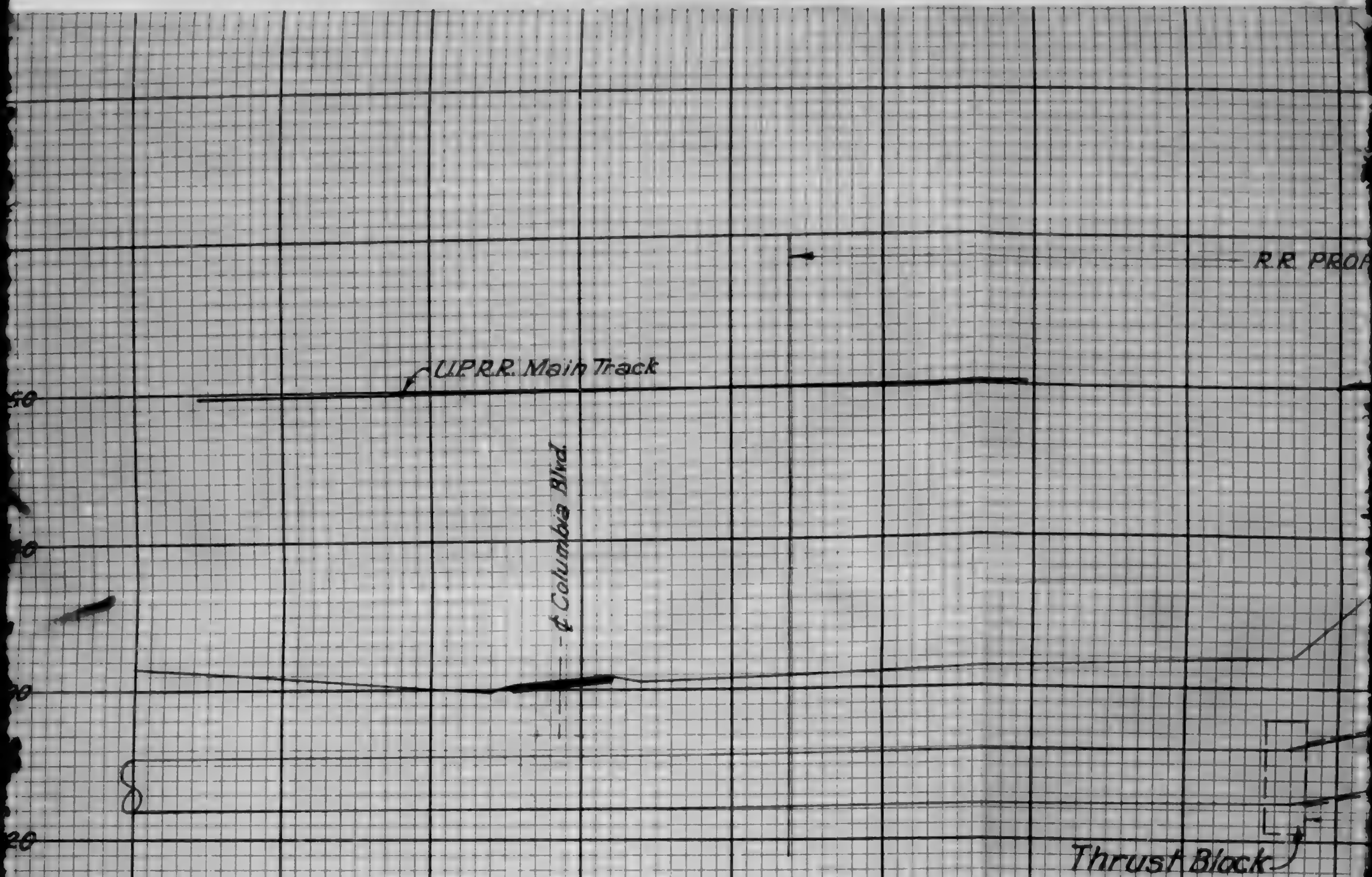
	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

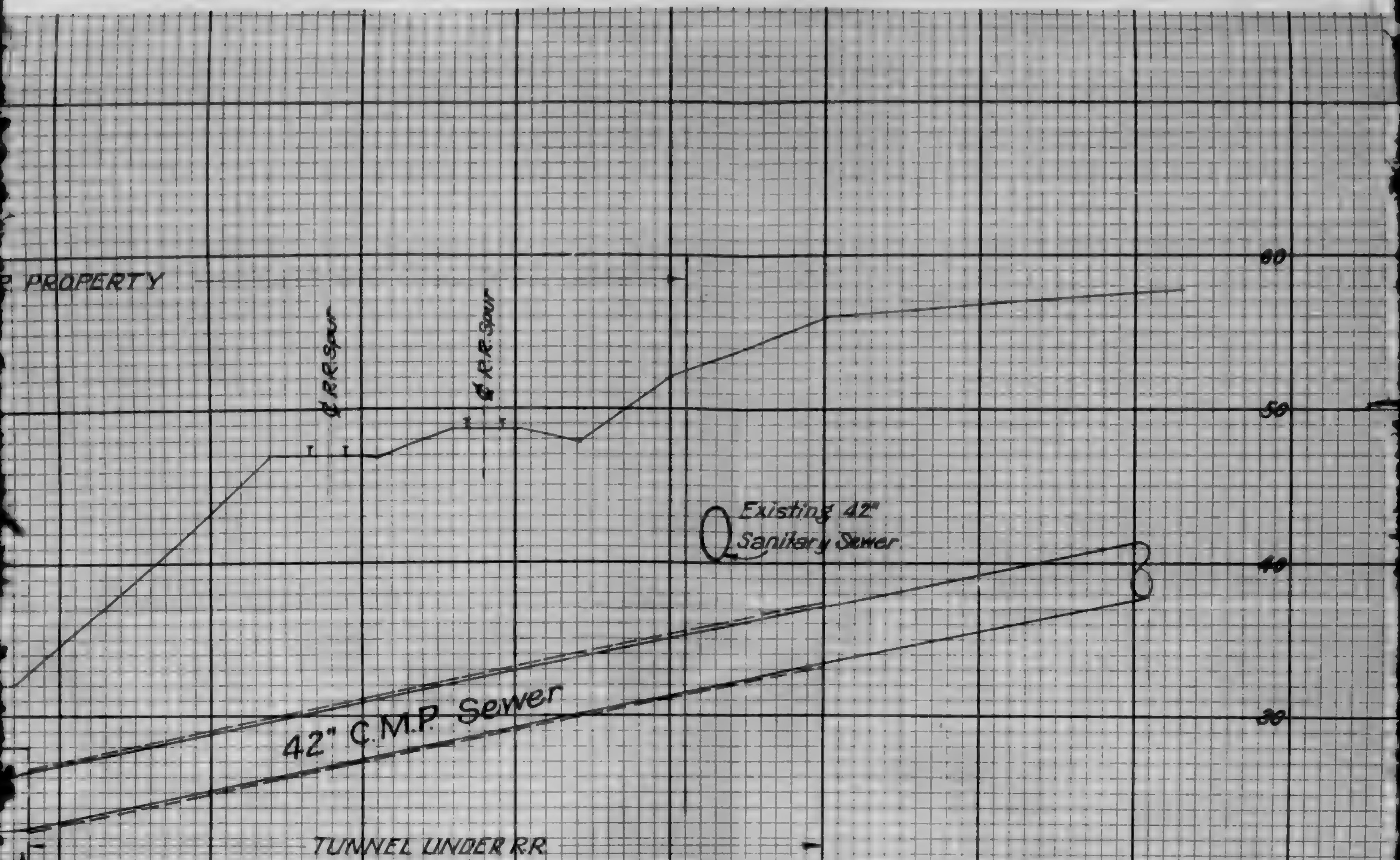
50

40

30

20


R.R. PROP
U.P.R.R. Main Track
℄ Columbia Blvd.
Thrust Block


E PROPERTY
℄ R.R. Spur
℄ R.R. Spur
Existing 42"
Sanitary Sewer
42" C.M.P. Sewer
TUNNEL UNDER R.R.
60
50
40
30
20
200
300

RECEIVED
JUN 1961
FOR FILING

[illegible]

6156

June 1, 1961

[illegible] Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Overcrossing of Union
Pacific Tracks by
Minnesota Freeway at
Columbia Boulevard

Dear Sir:

Some time ago your office asked whether it would be practicable to carry drainage from Columbia Boulevard by the 42-inch pipe drain which we are to install in connection with the interstate highway construction at this location.

This is practicable, and we are arranging to install the pipe line so that connection to a catch basin can be made in the event the Railroad or the County lowers the grade line of Columbia Boulevard to give additional clearance under your railroad structure.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. Lloyd Shaw

FORM B-30 50M 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1961

SUBJECT: Drainage for Columbia Boulevard
Minnesota Freeway

To:

Mr. G.S. Paxson
Ass't State Highway Engineer
Building

NOTED
G. S. PAXSON

In answer to your letter of May 12th regarding the capacity of our Minnesota Freeway drainage in the Columbia Boulevard area to take the added drainage from Columbia Boulevard, should its grade be lowered, Mr. Lloyd Shaw was contacted and assured us that the 42" pipe from the freeway was capable of handling the added water from Columbia Boulevard. The 42" pipe is over capacity for the freeway but the next size smaller would have been under capacity.

The Bureau of Public Roads was contacted and had no objections to putting Columbia Boulevard drainage into the freeway pipe as long as the same size as originally called for by the freeway drainage was retained.

Tom Edwards
Construction Engineer

By L. H. Young
L.H. Young
Ass't Construction Engineer

DNS:jp

RECEIVED
MAY 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Portland, Oregon
May 1, 1961

Columbia Boulevard Interchange
N. Schmeer Rd. - Fremont Br. Sec.
Interstate Freeway
Prefix 26-1469

Memo to the Files

This writer contacted Ralph Baysinger of the U.P.R.R. on Friday, April 28, 1961, in regard to angles of intersection of a proposed sewer line easement in the Columbia Boulevard area, across the U.P. spur lines.

During the course of conversation, Baysinger mentioned that the U.P.R.R. had been attempting to have Columbia Boulevard lowered to increase the clearance on the structure, but that the City of Portland would not lower the road because of a low spot which would collect water and could not be adequately drained. Baysinger asked if we would be able to take any extra drainage into our proposed storm system. I told him I did not know -- that would be in the realm of policy and he would have to contact someone else about that. Baysinger indicated that if some water could be put into the proposed drainage system, the U.P.R.R. would be glad to make a trade. It was my impression that he was talking of a trade on the easements.

The proposed drainage is a 42" pipe and has room for about 16 cubic feet of water over and above the amount from the highway facility.

Luther Freeman
Luther Freeman
Chief Designer
Metropolitan Division

LF:lln

26-1085 Terwilliger Inter. Retaining 1962
Wall, Beaverton-Hillsdale Hwy.
#6157

RECEIVED
NOV 30 1962
FOR FILING

6157

November 30, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Ave.
Portland 4, Oregon

Gentlemen:

On October 30, 1962 you were notified of the release of final payment on contract #6157, awarded to Hannan Bros. Co. for construction of a retaining wall on the Terwilliger Blvd. Jct. Section of the Beaverton-Hillsdale Highway in Multnomah County.

Final payment on this contract is $5,993.72 and the total contract amount is $22,061.18 including $206.18 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

al
cc:
Hannan Bros. Co.
8410 SE Otty Rd.
Portland 66, Oregon

C. H. Maison

NOTED ON CARD
AL

RECEIVED
OCT 30 1962
FOR FILES

6157

October 29, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed October 23 on Contract 6157. The contract was with Hannan Brothers Company and was for a retaining wall at the Terwilliger Boulevard Intersection on the Beaverton-Hillsdale Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 23, 1962, and that you concur in this procedure at the Commission meeting on November 1.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
P. M. Stephenson
V. D. Wolfe
L. H. Young
C. H. Maison
Ivan Merchant
PMS:er

Surety Letter written
10-30-62

RECEIVED
SEP 10 1962
FOR FILING

6157

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 7, 1962

SUBJECT: Terwilliger Blvd. Retaining Wall
Contract No. 6157
Job No. 9145

To:
Mr. D. B. Parkes
Contract Payments

OFFICE

Hannan Brothers Company began work on the Terwilliger Boulevard Intersection Retaining Wall on the Beaverton-Hillsdale Highway in Multnomah County, Contract No. 6157, on September 5, 1962.

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

9

RECEIVED
FORM 6-126 [illegible]G 22 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY [illegible]
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
[illegible] N. E. [illegible] St.
Portland [illegible]

[illegible] COOPER
[illegible] HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

26-1085
6157

August 20, 1962

Commissioner William Bowes
Commissioner of Public Works

Mr. L. H. Rosenthal
City Engineer

Mr. Fred Fowler
Highway Coordinator

Mr. William Weller
Traffic Engineer

Terwilliger Blvd. Intersection
Beaverton-Hillsdale Highway
Prefix: 26-1085
Contract: 6157

Gentlemen:

This is to inform you that a contract has been awarded to the Hannan Bros. Co. to construct a 159 foot retaining wall at the Terwilliger and Beaverton-Hillsdale Highway intersection. This contract will also entail other miscellaneous work.

Mr. Edward Hardt will be our resident engineer on the project. His telephone number is BE 5-8911. His home telephone number is OL 4-7103. Any questions arising during the progress of the work should be directed to him.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

By:

Jay B. Boyd
Metropolitan Office Engineer

JBB/bb
cc: G.S. Paxson
A.E. Johnson
E.E. Johnston
Edward Hardt

RECEIVED
AUG 22 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

9

RECEIVED
AUG 22 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan St.
Portland 13, Oregon

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

26-1085
6157

August 20, 1962

Commissioner William Bowes
Commissioner of Public Works

Mr. L. H. Rosenthal
City Engineer

Mr. Fred Fowler
Highway Coordinator

Mr. William Weller
Traffic Engineer

Terwilliger Blvd. Intersection
Beaverton-Hillsdale Highway
Prefix: 26-1085
Contract: 6157

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Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

By:

Jay B. Boyd
Metropolitan Office Engineer

JBB/bb
cc: G.S. Paxson
A.E. Johnson
E.E. Johnston
Edward Hardt

RECEIVED
AUG 22 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
AUG 10 1962
FOR FILING
26-1085
6157

FORM

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
C. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 9, 1962

Hannan Bros. Co.,
P. O. Box 6755
Portland 66
Oregon

Gentlemen:

The State Highway Commission on August 9, 1962, awarded to you State Highway Contract No. 6157 for the following project:

Terwilliger Intersection Retaining Wall Project on the Beaverton-Hillsdale Highway in Multnomah County.

This award was based on your bid of $23,436.0 which was the low bid submitted to the Commission on August 8, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JU[illegible] 13 1962
FOR FILING
26-1085
6159

Salem, Oregon
April 18, 1962

Mr. Forrest Cooper
State Highway Engineer
Office

Some time ago you asked that a reconnaissance type study be made at the intersection of the Beaverton-Hillsdale Highway with Terwilliger Boulevard. I think you recall that this is a blind intersection. It has been the scene of several accidents and the cause of some complaint.

Apparently the cheapest remedy for the situation would be to cut back the slope immediately westerly of Terwilliger Boulevard and construct a retaining wall. This will materially increase the sight distance and will cause a minimum inconvenience to traffic at probably the least expense. It has been estimated that this can be done for $20,000, however, I will request a more conservative wall design which may possibly increase the cost to as much as $25,000.

Whenever convenient, I will be glad to discuss the matter with you.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

35-8310 Clarno-Fossil Rock Prod. Proj., 1962

#6158

RECEIVED
JUN 28 1963

FOR FILING

3/6

[illegible]

June 27, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Contract #6158 awarded to G. L. Compton Co., for the Clarno-Fossil Rock Production Project on the Shaniko-Fossil Secondary Highway in Wheeler County was completed on March 12, 1963, and accepted by the Highway Commission on June 25, 1963.

Final payment, in the amount of $1,895.98 will be released to the contractor, assigned to the First National Bank of McMinnville, Oregon, after July 5, 1963. The total contract amount is $63,199.39, and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Gordon Carey Ins. Agency
P. O. Box 117
McMinnville, Oregon

cc: G. L. Compton Co.,
P. O. Box 86
McMinnville, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
JUN 27 1963

FOR FILING

6158

June 26, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed March 12 on Contract No. 6158. The contract was with G. L. Coupton Company and was for rock production on the Clarno-Fossill Section of the Shaniko-Fossil Highway in Wheeler County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 25, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 3/24/, 1963

Section Clarno - Fossil

Kind of work Rock production

Highway Shaniko-Fossil County Wheeler

Section prefix 35-8310

Contractor G L Compton Co.

Contract number 6158

Date of contract Aug. 9, 1962

Specified work days 70

Date work started Oct. 31, 1962

Work days used 72

Project authorization $70744.28

Exclusive of engineering $65713.57

Per cent of time elapsed 103 %

Estimated cost of completed project, exclusive of engineering $63350

Estimated per cent overrun or underrun -3.6 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $5030.71

Engineering cost to date $3571.20, 71 %

Date project was completed March 12, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The estimate was finished and sent to La Grande, Friday.

NOTED
JOHN R. OAKES

NOTED
LLOYD P. SHAW

MAR 25 1963
COE

Signed Loren

Address P.O. Box 311 Condon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			23900		
Total quantities corrected to date			24700		
Estimated quantities moved or placed to date			24700		
Average daily quantities			Project done		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Fair		Job done.
Wednesday	Fair		
Thursday	Cloudy		
Friday	Fair		
Saturday			

FORM E-20 50M 5-62 41900

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

February 14, 1963

SUBJECT: Clarno-Fossil Rock Production
Contract 6158
Price Agreement No. 2

To:

Mr. F. D. Morgan
Construction Engineer
Salem

A short time ago when the "Chinook" hit the country, the Shaniko-Fossil Highway, over which the rock production contractor on the subject project was hauling the rock to our stockpiles, became so soft that it was necessary to shut down his hauling operations. The contractor did not, of course, want to shut his plant down and asked permission to pile the remaining rock at the quarry site instead of in the designated stockpiles. For this privilege, he would make a $0.12 per cubic yard concession in favor of the State, over and above that that would obtain in the haul adjustment calculations. This $0.12 per cubic yard credit to apply on all of the rock that he would place at the quarry site that ordinarily would have been placed at the various stockpile sites along the road away from the plant.

Permission was granted by this office to so do, providing that there was plenty of room on level ground, and if the pile bottoms needed it, the contractor was to place sufficient scalpings to allow minimum of loss on the pile bottoms. Resident Engineer Weber estimated that some 3,955 cubic yards of rock will be placed at the quarry area in excess of the material that would have been placed in stockpiles had the contractor not been granted this concession. Therefore, there is a $475 credit to the State. This is covered by the attached Price Agreement. Copy of Mr. Weber's letter is also attached carrying some further explanation.

We trust and hope that you will approve the agreement.

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:if
Attachments

CONSTRUCTION DIVISION
RECEIVED
FEB 15 1963

OREGON STATE HIGHWAY DEPARTMENT

TO:
Mr. A. F. Parson
Division Engineer

SUBJECT: P.A. # 2 Credit to State
Contract # 6158

FROM:
Loren A. Weber
P.O. Box 311
Condon, Oregon

DATE: Feb. 13, 1965

Herewith subject price agreement in the amount of $ 475.00 as a lump sum credit to the state.

Since road conditions were such that the contractor could not haul the entire amount of material called for in Site "C", he offered a rebate of 0.55 per yard for the difference between what he has in this site and what was to have gone there.

The normal haul adjustment would take off 0.43 per yard anyway, so in order to simplify this agreement, it was decided to apply 0.12 per yard to the above difference and show it as a lump sum credit.

The figures came out to 3955 yards at 0.12 per yard for 474.60 which was rounded off to $ 475.00

Loren A Weber
(SIGNATURE)

PLEASE REPLY HERE

CC: ______________________ ______________________ (SIGNATURE) ______________ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

RECEIVED
FEB 11 1963

FOR FILING

6151

Dorothy
notarized
76

February 8, 1963

G. L. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

This is to acknowledge receipt of an Assignment of Claim on Contract No. 6158 awarded to G. L. Compton Company, in which all proceeds due or to become due from Contract No. 6158 are to be assigned to First National Bank of McMinnville, McMinnville, Oregon.

A copy of the Assignment is being forwarded to Mr. C. H. Maison, Auditor.

It was necessary that we secure from the surety a more comprehensive statement as to their consent. The revised statement has been received from them and appears to be in good order.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FC:fkn

cc Glens Falls Insurance Company
Pacific Coast Dept.
Mills Tower - 6th Floor
San Francisco 4, California

Gordon Carey Ins. Agency
P. O. Box 117
McMinnville, Oregon
Attn: Grace Ollinger

First National Bank of McMinnville
3rd and Davis
McMinnville, Oregon

C. H. Maison

NOTED ON CARD
AC

Form A-204—1M—6-60

STA OF OREGON—HIGHWAY DEPART NT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF FORTY-FIVE THOUSAND ONE HUNDRED SIXTY-SEVEN & 64/100 ------ ($45,167.64) Dollars, to us paid, we hereby sell, assign and transfer the within claim for All money due or to become due or proceeds from ~~[illegible]~~ Contract number 6158 or final retaining percentage in connection with contract No. 6158 with the Oregon State Highway Commission for rock production Wheeler County, Shaniko-Fossil Highway; Clarno-Fossil Section in Oregon

to First National Bank of McMinnville, McMinnville, Oregon and authorize and empower said First National Bank of McMinnville, McMinnville, Oregon to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 1st day of February, 19 63

Executed in the presence of us as witnesses:

Mildred G. Pekkola

Mary Gladys Stenson

G. L. COMPTON CO.

By G L Compton

State Printing 28650

ENDORSEMENT

This endorsement, effective **February 1, 1963**, forms a part of policy No. 888105

issued to G. L. COMPTON CO. McMinnville, Oregon

by **GLENS FALLS INSURANCE COMPANY**

Agency location (city and state)

McMinnville, Oregon

CONSENT OF GLENS FALLS INSURANCE COMPANY TO ASSIGNMENT OF CONTRACT BETWEEN STATE HIGHWAY DEPARTMENT OF STATE OF OREGON AND G. L. COMPTON CO. McMINNVILLE, OREGON IS HEREBY GIVEN

GLENS FALLS INSURANCE COMPANY

By Grace Olinger

Attorney-in-fact

Form 11552 (5) PRINTED IN U.S.A.

Authorized Representative

FORM E-123X 50M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 4, 1963

Glens Falls Insurance Company
Grace Ollinger
McMinnville, Oregon

Gentlemen:

Attached to an Assignment of Claim form signed by G. L. Compton Company was your statement on an Endorsement form stating "Consent of Glens Falls Insurance Company to Assignment of Contract between State Highway Department of State of Oregon and G. L. Compton Company, McMinnville, Oregon, is hereby given."

So that there may be no misunderstanding concerning the Consent, will you approve a Consent using the following language:

"Consent of Glens Falls Insurance Company to Assignment of contract payments on Contract No. 6158 between State Highway Department of State of Oregon and G. L. Compton Company, McMinnville, Oregon, to First National Bank of McMinnville, McMinnville, Oregon, is hereby given."

The reason we ask approval of the revised statement is that the original consent does not mention the contract number nor to whom the assignment is made. Also it is not intended to be an assignment of the contract, but it is only the contract payments.

If you approve of the revised statement, please so indicate on the attached copy of this letter and return to this office.

NOTED ON CARD
dc

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

Revised Assignment is here [illegible]

Glens Falls Ins. Co.
Grace Olinger
Attorney-in-Fact

GORDON CAREY
INSURANCE AGENCY
Phone 472-2165 McMINNVILLE, OREGON
Insurance is our Business

NOTED ON CARD

RECEIVED
JAN 31 1963

FOR FILING
[illegible]

6158

January 30, 1963

G. L. Compton Co.
P. O. Box 86
McMinnville, Oregon

Attention: Mr. G. L. Compton

Gentlemen:

We have your letter of January 29 assigning all payments on Contract No. 6158 to the First National Bank of McMinnville.

We will be pleased to do this, but before we can make such an assignment, it will be necessary to secure the written consent of the surety and have the assignment executed on a form which will be acceptable to the Secretary of State.

Attached are five blank copies of an assignment of claim form, with an additional copy to show how it should be filled in. Please return to us two executed copies of the assignment. The other three copies are for your use. Also secure from the Glens Falls Insurance Company a written statement to the effect that they give their consent to the assignment.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

Encls.

G. L. Compton Co. GENERAL CONTRACTOR
AREA CODE 503 • PHONE 472-5070 • POST OFFICE BOX 86
McMINNVILLE, OREGON

January 29, 1963

Oregon State Highway Department
Salem, Oregon

Re: Contract No. 6158
Clarno-Fossil Section
Shaniko-Fossil Highway

Gentlemen:

The undersigned G. L. Compton Co. does hereby assign to the First National Bank of McMinnville, Oregon, 3rd and Davis Streets, McMinnville, Oregon, all payments now or hereafter becoming due and payable to the undersigned under the above contract No. 6158, such payments to be charged to the account of the undersigned.

Very truly yours,

G. L. COMPTON CO.

By

eem:glc:vji

RECEIVED
JAN 30 [illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 10 1962
FOR FILING
25-8310
6158

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 9 1962

G. L. Campton
P. O. Box 86
McMinnville
Oregon

Dear Sir:

The State Highway Commission on August 9, 1962, awarded to you State Highway Contract No. 6158 for the following project:

Clarno-Fossil Rock Production Project in Wheeler County

This award was based on your bid of $62,083.8 which was the low bid submitted to the Commission on August 8 1962, for this project. Contract forms will be sent to you for execution within the next few days.

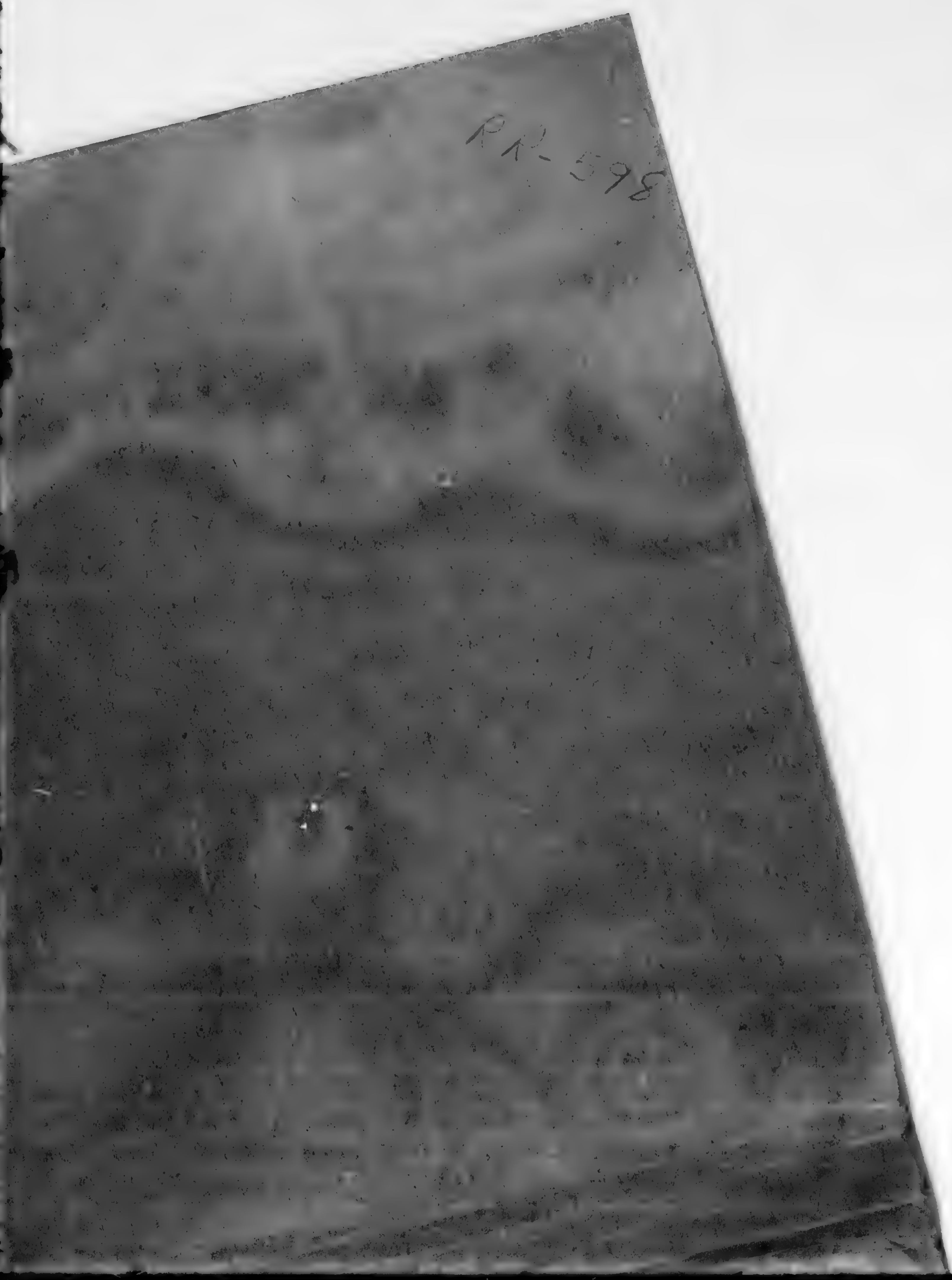
Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

136-1054 Willamina River Bridge Sec., 1962
Willamina-Sheridan Hwy. (Struct., [redacted]
#6150 Grad. & Pav.)


RR-598

RECEIVED
OCT 29 1963
FOR FILING

October 29, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On September 18, 1963, we wrote to you concerning release of final payment on contract #6159, awarded to Hamilton & Thoms, Inc., for structure-grading-paving the Willamina River Bridge Section of the Willamina-Sheridan Secondary Highway in Yamhill County.

Final payment on this contract is $7,684.55 and the total contract amount is $113,569.48, including $568.92 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Hamilton & Thoms, Inc.,
Box 726
Eugene, Oregon

cc: C. H. Maisen
Attn.: John Herr

RECEIVED
SEP 1 8 1963

FOR FILING

6159

September 17, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed September 10 on Contract 6159. The contract was with Hamilton and Thoma, Inc. for work on the Willamina River Bridge on the Willamina-Sheridan Highway in Yamhill County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 17, 1963, and that you concur in this procedure at the Commission meeting on October 10.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Lloyd P. Shaw
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

RECEIVED
MAY 17 1963

FOR FILING

126-1060

6127

May 17, 1963

Mr. Jonel C. Hill
Public Utilities Commissioner
State of Oregon
Salem 10, Oregon

Attention Mr. C. E. Jaqua

Dear Sir:

Recently, we received a copy of a letter from the Southern Pacific Company in regard to a part-time illuminated "NO RIGHT TURN" sign to be installed at the grade crossing No. FCA 749.6 in Willamina.

We have checked this drawing and have no objection to the use of the sign at this crossing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall

VPJ:pk jw

4-58 8-2660-S

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO

May 6, 1963

GMO 85834
O-PD-62-6

REFERRED TO 5/9/
Jacobson
BY TRAFFIC ENGINEER

Hon. Jonel C. Hill
Public Utility Commissioner
State of Oregon
Salem 10, Oregon

Attention: Mr. C. E. Jaqua

Dear Sir:

Referring to file SXF 233, application of State of Oregon through Highway Commission for permission to alter existing grade crossing of Willamina Branch Line of Southern Pacific Co. known as Willamina Grade Crossing Alteration Project:

PUC Order No. 38753 authorised revision to this grade crossing FCA 749.6, and among other things required installation of one illuminated "No Right Turn" sign to be actuated on same circuit as the flashing light signals.

Request we be permitted to install a sign similar to the one shown on attached Chief Engineer's drawing 10024, sheet 8.

Yours truly,

Original Signed
A. W. Kilborn

cc: Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem 10, Ore.

Attention: Mr. F. B. Crandall
Traffic Engineer

NOTED
TRAFFIC CONTROL
ENGR

RECEIVED
MAY 7 1963
TRAFFIC ENGINEERING

RECEIVED
DEC [illegible] 1962
FOR FI[illegible]

FORM E-30X---EDM-410-62 40823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1962

SUBJECT: Pux 475 - Willamina G-Xing Alteration
Southern Pacific Company
Yamhill County

RR 598

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Attached please find fully executed copy of an Indenture relative to the above-titled matter. This Indenture should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

J. N. HERSHBERGER
Staff Attorney

JNH:jr

cc: G. S. Paxson
F. D. Morgan
I. A. DeFrance
R. D. Asburry
J. W. Nash
C. H. Maison
Earl Saling

RECEIVED
DEC 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Noted

Order #38753

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 232

In the matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for permission to alter an existing grade crossing of the Willamina Branch Line of the Southern Pacific Company, to be known as the WILLAMINA GRADE CROSSING ALTERATION project, located in the Northwest quarter of the Southwest quarter (NW¼ SW¼) of Section 1, Township 6 South, Range 7 West, W.M., Yamhill County, Oregon.	)	ORDER

The above entitled matter was duly heard on August 16, 1962, at Willamina, Oregon, before A. de Leon and A. E. Nowack, Examiners for the Commissioner. The following appearances are of record herein:

For Petitioner:

Kenneth M. Judd, Attorney
Portland, Oregon
In behalf of the Southern Pacific Company

For Respondent:

J. N. Hershberger, Assistant Attorney General
of Counsel for the State Highway Commission,
Salem, Oregon

For Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon
In behalf of the Public Utility Commissioner

Interested Parties:

Dr. Victor E. Johnson, Mayor
Willamina, Oregon
In behalf of the City of Willamina

J. L. Case, Councilman
Willamina, Oregon
In behalf of the City of Willamina

Leota E. Noreen, City Recorder
Willamina, Oregon
In behalf of the City of Willamina

On May 22, 1962, the State of Oregon, hereinafter referred to as Petitioner, by and through its State Highway Commission, filed its Petition and on June 4, 1962, filed its amended Petition with the Commissioner pursuant to the provisions of ORS 366.205 and ORS 763.030 (2) (a), for permission to alter by widening and improving an existing grade crossing of the Willamina Branch line of the Southern Pacific Company and Willamina-Sheridan Highway, identified as No. FCA 749.60 in the Commissioner's Catalog of Grade Crossings in the State of Oregon. This project is known as the Willamina Grade Crossing Alteration Project.

Attached to and made a part of the Petition is a vicinity map and profile drawing No. 17393 dated March, 1962.

Petitioner also sets forth the proposed manner in which the construction and maintenance of the project will be handled and the costs thereof borne.

Notice of the filing of the Petition, the amended Petition and copies thereof were duly served upon the Southern Pacific Company, hereinafter referred to as Respondent, the County Court of Yamhill County, and the Mayor and City Council of Willamina.

On June 4, 1962, the City of Willamina filed an Answer setting forth that it has no objections to the Petition.

On June 22, 1962, the Yamhill County Court filed an Answer setting forth that it has no objections to the amended Petition.

On July 3, 1962, Respondent filed an Answer setting forth that it has no objections to the amended Petition.

The matter was thereafter set down for hearing and notice thereof was duly served upon all parties of record.

Evidence was adduced on behalf of the Petitioner, Respondent, the Commissioner and interested parties. The hearing was completed and the matter submitted for determination. Based upon such evidence and record, it is found that:

The proposed crossing is in the NW¼, SW¼ of Sec. 1, T 6 S, R 7 W, W.M., in Yamhill County located at a common point designated as Railroad Survey Station 249 + 11.82 and Highway Survey Station L^2 225 + 54.25. The center lines of the railroad and highway will intersect at this point at an angle of 63° 53.5' in the southwest quadrant.

At the aforementioned location, the Willamina-Sheridan Highway, hereinafter referred to as "Highway" presently crosses the Willamina Branch of the Southern Pacific Company, hereinafter referred to as "Railroad."

The Highway is also Main Street of the town of Willamina. The present Highway approaches the crossing area from a northeasterly direction, swings sharply to the south and crosses the Railroad at an angle of approximately 90°. It then proceeds southerly through the center of the city, crossing the Willamina River Bridge, hereinafter referred to as Bridge, approximately 90 feet south of the Railroad.

The Railroad follows the north bank of the Willamina River and at the crossing lies in an east-west direction, dead ending 1,800 feet west of the crossing area.

A county road known as the Willamina River Road, hereinafter referred to as the River Road, enters the city from the west. This road parallels the Railroad on the north. The center lines of the Highway as they approach the crossing along Main Street from the northeast and from the south over the Bridge and the center line of the River Road from the west intersect at a common point 35 feet north of the center of the proposed crossing.

Petitioner proposes to improve this three-legged intersection as follows: Rebuild and widen the Bridge and its approaches and widen and realign the Highway from the Bridge northerly across the railroad to a point beyond the intersection with the River Road. In conjunction therewith it is necessary and desirable to alter the existing crossing to conform to the improved Highway and to widen the crossing from 40 feet to 100 feet.

The widening of the Highway and alteration of the existing crossing has been made necessary because of increased vehicular traffic. The existing Highway is not capable of handling present or contemplated traffic loads. The proposed improvements will reduce hazards and facilitate the flow of traffic across the Bridge, over the crossing and along River Road and Main Street.

The Petitioner proposes to construct a raised concrete traffic separation island located in the center of the described three-way intersection. This island is designed to channel River Road traffic over the proposed crossing without intersectional conflict with Highway traffic. Thus vehicles moving over the crossing on the Highway will be separated from vehicles moving over the crossing on the River Road from the north. There will be an intersectional conflict with traffic from the south desiring to turn into the River Road. However, this will occur before the traffic reaches the Railroad at a point where the flashing light signals will be visible to vehicles desiring to make the turn.

The average annual volume of traffic over the crossing is 3,800 vehicles per day. Vehicular traffic will be subject to normal annual increases. Vehicular speed will be limited by city ordinance. The movement of trains over the crossing will be four each day, five days a week. These are not through movements but consist of switching movements serving the industries located west of the crossing and will average two to four cars per movement. Train speeds will be less than five miles per hour.

Order #38753

For protection of the traveling public, Petitioner proposes to install one Commissioner's Standard No. 2-B Flashing Light Signal with gong mounted on a 12 foot mast arm overhanging the northbound highway traffic lane and installed at an appropriate location in the southeast quadrant. Petitioner proposes to install on the concrete traffic separation island, one Commissioner's Standard No. 2 Flashing Light Signal with two signal heads. One signal pointing west directed toward River Road traffic and one pointed north directed at the southbound Highway traffic. An illuminated "NO RIGHT TURN" sign actuated on the same electric circuit as the Flashing Light Signals, will be installed on a mast arm on the south side of the River Road at a point approximately 120 feet west of the crossing. All signals will be plainly visible from the several highway approaches when drivers are at an adequate and safe distance from the crossing.

The crossing will be approximately level. The Highway at the point of intersection is on a grade of 0.329 per cent ascending toward north. The Railroad is on a grade of approximately one (1) per cent descending toward the east.

Trains approaching the crossing from either direction are visible from the Willamina River Road, which parallels the track, for greater distances than are required for safe movements over the track. Buildings on the southerly side of Main Street, northeast of the crossing, and other structures, trees and brush at the side of the highway, obstruct the view from the highway of oncoming trains until they are within fairly close proximity to the crossing. From the highway 50 feet northeast or south of the track, the minimum sight distance along the track that will be afforded in either direction is 150 feet and the maximum distance is 500 feet. At a point on the highway 150 feet north of the crossing the minimum distance is 120 feet and the maximum is 200 feet. From 300 feet south of the intersection, trains are obscured from view when at a point 120 feet easterly and 130 feet westerly therefrom. Signals at the locations above set forth are therefore herein considered necessary to provide adequate and necessary protection to the vehicular users of the crossing.

Petitioner and Respondent propose the construction and maintenance of the proposed crossing alteration be handled and the cost thereof borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed crossing alteration and supervise the construction thereof.

(b) Finance the construction of said alteration project.

(c) Reimburse Respondent for 50 per cent of the cost of furnishing and installing the 2B Flashing Light Signals and Gongs, the Standard No. 2 Signal Heads and the illuminated sign approximately two feet square reading "NO RIGHT TURN."

(d) Maintain the highway, including that portion of the highway surface between the rails, and other highway facilities after completion of the project.

Respondent will:

(a) Subject to reimbursement by Petitioner, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect the railroad operations during the period of construction of the project.

(b) Subject to the partial reimbursement by the Petitioner, as set forth above, furnish and install (1) one Commissioner's Standard No. 2B Flashing Light Signal equipped with gongs mounted on a 12 foot cantilever arm as shown on Figure 6 of Commissioner's Rule 42-080; (2) one Commissioner's Standard No. 2 Flashing Light Signal, as shown on Figure 5 of Commissioner's Rule 42-080, together with one additional flashing light signal head mounted thereon; (3) an illuminated Commissioner's auxiliary signal reading "NO RIGHT TURN" similar to or as shown on Figure 8 of Commissioner's Rule 42-080 to be actuated by trains in the same manner as the flashing light signals as above designated.

(c) At its sole cost and expense operate and maintain the crossing signals, the track structure and all the other railroad facilities after completion of the project.

These proposals were developed upon the record and consented to by the parties during the hearing. The proposals relating to construction are approved. The proposals relating to costs and expenses of construction and maintenance are just and reasonable.

Because of the volume and nature of the rail and motor vehicle traffic through the crossing areas, the proximity of the City of Willamina to the crossing, the relative cost of procuring additional property and other costs incidental to construction of an undercrossing or overcrossing structure, and because of the other facts and circumstances above set forth, it is indicated that such crossing should not be required to be constructed so as to cross above or below the grade of Respondent's tracks and right of way.

From the foregoing it is concluded that the proposed crossing alteration is necessary and is required in the interest of public safety, convenience and general welfare and permission for the construction thereof should be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that the amended Petition of the State of Oregon by and through its State Highway Commission, for permission to alter the existing grade crossing of the Willamina Branch line of the Southern Pacific Company, located in the Northwest quarter of the Southwest quarter (NW¼ SW¼) of Section 1, Township 6 South, Range 7 West, W.M., Yamhill County, Oregon, be and the same is hereby granted; and it is further

ORDERED that such crossing alteration shall be made and the permission herein requested is granted upon the following terms and conditions:

1. Construction shall be done in a good workmanlike manner in accordance with the accepted engineering practices and in substantial conformity as to location, grade, elevation and general design with the revised drawing submitted with the amended Petition and as set forth in the findings heretofore made.

2. That the crossing be signalized and protected by the installation of one Commissioner's Standard No. 2B Flashing Light Signal with gong mounted on a 12 foot mast arm overhanging the northbound highway traffic at an appro-

priate location in the southeast quadrant of the crossing area; one Commissioner's Standard No. 2 Flashing Light Signal with two signal heads, one signal pointing west directed toward River Road traffic and one signal directed northerly at the southbound highway traffic; and one illuminated "NO RIGHT TURN" sign, actuated on the same circuit as the Flashing Light Signals, mounted on a mast arm on the south side of River Road at a point approximately 120 feet west of the crossing area.

3. That the costs of construction, signs, signals, gongs and maintenance of the crossing and the proposed protective devices shall be handled and the costs and expenses thereof be borne in accordance with the findings of the Commissioner hereinabove made; and it is further

ORDERED that for the purpose of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon the designation No. FCA 749.60 shall be assigned to the crossing; it is further

ORDERED that this order shall be effective on the date of execution hereof.

Made and entered this 23rd day of November, 1962.

Jonel C Hill
Public Utility Commissioner

(SEAL)

RECEIVED
JV 28 1962

FOR FILING

[illegible]

6159

November 28, 1962

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Re: Willamina Grade Crossing
Willamina-Sheridan Secondary Highway

I attach hereto duplicate copies of an indenture covering the grade crossing of your tracks at Willamina by the Willamina-Sheridan Secondary Highway. These have been executed by the State Highway Commission and are ready for completion by your company. We would appreciate the return of one copy of this agreement when it is completed.

We would also appreciate your sending us ten prints from Portland Division Drawing A 2435 which is the exhibit for this agreement. These are needed in preparation of conformed copies for divisions of our department.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
enc.

cc Mr. H. M. Williamson
bc Mr. Forrest Cooper
Mr. J. N. Hershberger

RECEIVED
NOV 20 1962
FOR FILING

136-1054

6159

November 20, 1962

Oregon State Highway Commission

Gentlemen:

Re: Willamina Grade Crossing
Willamina-Sheridan Secondary Highway

There will be before you at this meeting an agreement between the State and the Southern Pacific Company covering the improvement of a grade crossing of the Company's tracks in Willamina.

This has been investigated and found to be in order. Your approval and execution of the agreement is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe

GSP:ms

2-62

S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

October 26, 1962

GMO 85834

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

Referring to your letter September 7, returning duplicate copies of agreement covering grade crossing of our tracks at Willamina:

For your information attach print of Portland Division drawing A-2435, revised September 27, 1962, showing in yellow tint proposed easement to State, which will accommodate alterations to this crossing as covered by your contract No. 6159 to Hamilton and Thoms, Inc.

Also attached is easement description which is to be used in revised agreement for this alteration.

As soon as agreements are returned, will submit for State Highway Department's execution.

Yours truly

AW Kilborn

NOTED
G. S. PAXSON

RECEIVED
OCT 30 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 30 1962
OREGON
STATE HIGHWAY COMMISSION

Easement for Highway Crossing
State of Oregon
Willamina

Two parcels of land, situate, lying and being in the City of Willamina, County of Yamhill, State of Oregon, more particularly described as follows:

Parcel No. 1.

A strip of land thirty feet wide lying ten feet northerly and twenty feet southerly of the following described center line:

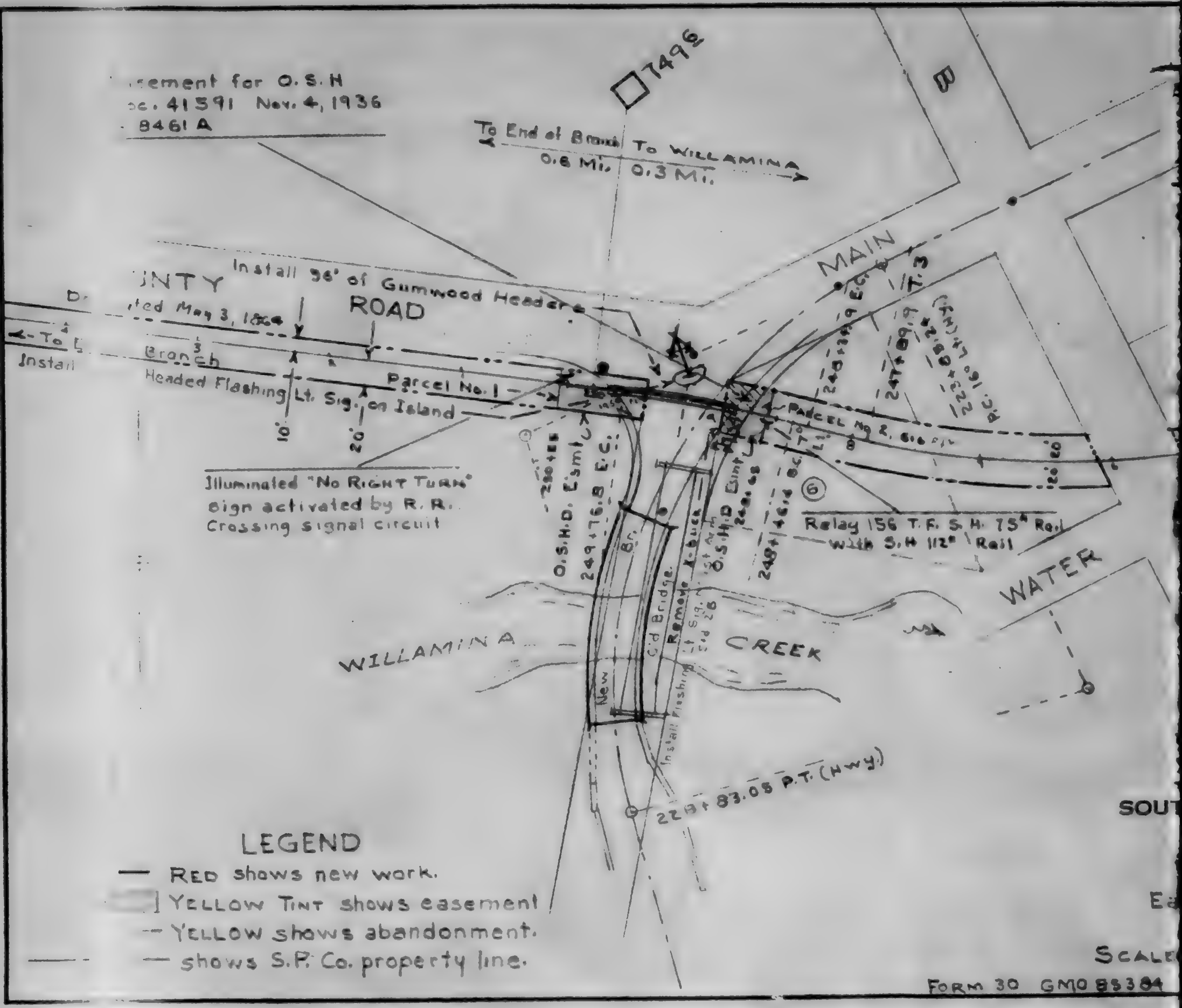
Beginning at the intersection of the westerly line of the County Road established May 3, 1864 with the original located center line of the main track of the Sheridan-Willamina Railroad Company (now Southern Pacific Company) thence Northwesterly on a curve to the left, having a radius of 818.64 feet, an arc distance of 16.8 feet to a point; thence northwesterly, tangent to said curved last mentioned point, a distance of 48.2 feet; the said strip of land contains an area of 1950 square feet, more or less.

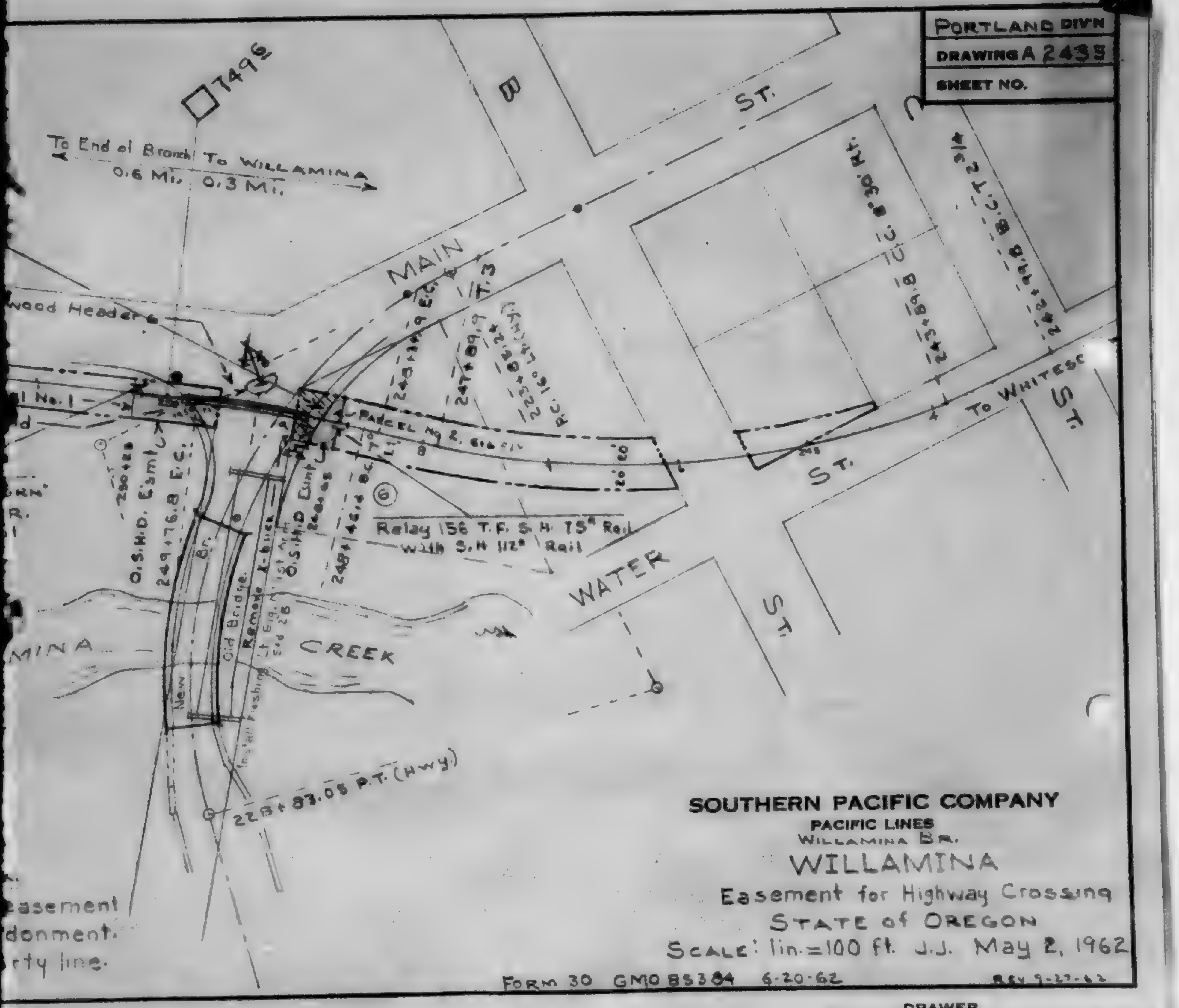
Parcel No. 2.

A strip of land forty feet wide lying twenty feet northerly and twenty feet southerly of the following described center line:

Beginning at the point of intersection of that certain easement granted to the Oregon State Highway Department by the Southern Pacific Company, dated November 4, 1936, with the original located center line of the main track of the Sheridan-Willamina Railroad Company (now Southern Pacific Company) thence northeasterly on a curve to the right, having a radius of 818.64 feet, an arc distance of 15 feet; the said strip of land contains an area of 616 square feet, more or less.

Prepared by:
M. Grefnes
Portland Divn.
10-1-62


7498
B
…sement for O.S.H
…oc. 41591 Nov. 4, 1936
… 8461 A
To End of Branch 0.6 Mi.
To WILLAMINA 0.3 Mi.
…NTY ROAD
Install 36' of Gumwood Headers
D… …ted May 3, 1864
<- To … Branch
Install … Headed Flashing Lt. Sig. on Island
Parcel No. 1
10
20
Illuminated "No Right Turn" sign activated by R.R. Crossing signal circuit
MAIN
E.C.
T.3
249+39.9
247+89.9
223+68.24
P.C. 16° Lt. (Hwy.)
Parcel No. 2, 616 ft
250+88
O.S.H.D. Esmt.
249+76.8 E.C.
O.S.H.D. Esmt.
248+68
248+46.4 B.C.
⑥
Relay 156 T.F. S.H. 75# Rail with S.H 112# Rail
WATER
Br.
Old Bridge.
Remove X-buck
Install Flashing Lt. Sig. Std 2B
New
WILLAMINA CREEK
228+83.05 P.T. (Hwy.)
SOUT…
Ea…
Scale…
FORM 30 GMO 85384
LEGEND
— Red shows new work.
▭ Yellow Tint shows easement
-- Yellow shows abandonment.
—·— shows S.P. Co. property line.



PORTLAND DIV'N
DRAWING A 2435
SHEET NO.

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
WILLAMINA BR.
WILLAMINA
Easement for Highway Crossing
STATE of OREGON
SCALE: 1in.=100 ft. J.J. May 2, 1962

FORM 30 GMO 85384 6-20-62
REV 9-27-62

DRAWER

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24 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6159 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 24, 1962

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage Street
Salem, Oregon

Re: Willamina River Bridge
Contract No. 6159

Dear Mr. Parsons:

Hamilton & Thoms, Inc. began work on the Willamina River Bridge project on the Willamina-Sheridan Highway in Yamhill County, Contract No. 6159, on September 15, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query
J. W. Nash
D. B. Parkes

NOTED
FLOYD QUERY

FORM E-12

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
AUG 10 1962
FOR FILING

159

August 9, 1962

Hamilton and Thomas, Inc.
P. O. Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on August 9, 1962, awarded to you State Highway Contract No. 6139 for the following project:

Structure, Grading, and Paving the Willamina River Bridge Section of the Willamina-Sheridan Highway in Yamhill County.

This award was based on your bid of $117,931.60 which was the low bid submitted to the Commission on August 8, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

fkm

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Marchant

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UG 1 1962
FOR FILING

136 [illegible]

[illegible]

3K-2
6-29-62

July 10, 1962

Hon. Victor E. Johnson
Mayor
City Hall
Willamina, Oregon

Dear Mayor Johnson:

The State Highway Commission at its meeting on June 29 adopted a survey concerning improvement of the Willamina Bridge Section of the Willamina-Sheridan Highway in Yamhill County and Thirtymile Creek-Petill Creek Section of the John Day Highway in Gilliam County.

For your information, we have attached a sketch map showing the Willamina Bridge Section of the Willamina-Sheridan Highway and a copy of the Commission's resolution adopting the survey (Survey Resolution No. 255).

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

cc: Yamhill County Court
Courthouse
McMinnville, Oregon

fkn

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FOR FILING
136 [illegible]

259

June 25, 1962

Oregon State Highway Commission

Gentlemen:

On the agenda for the Highway Commission meeting on June 29 will be the matter of approving the survey for the Willamina Bridge Section in Yamhill County. This project is on the 1962 state construction budget and it is anticipated that it can be contracted in August.

It is recommended that this matter have your favorable consideration.

Very truly yours,

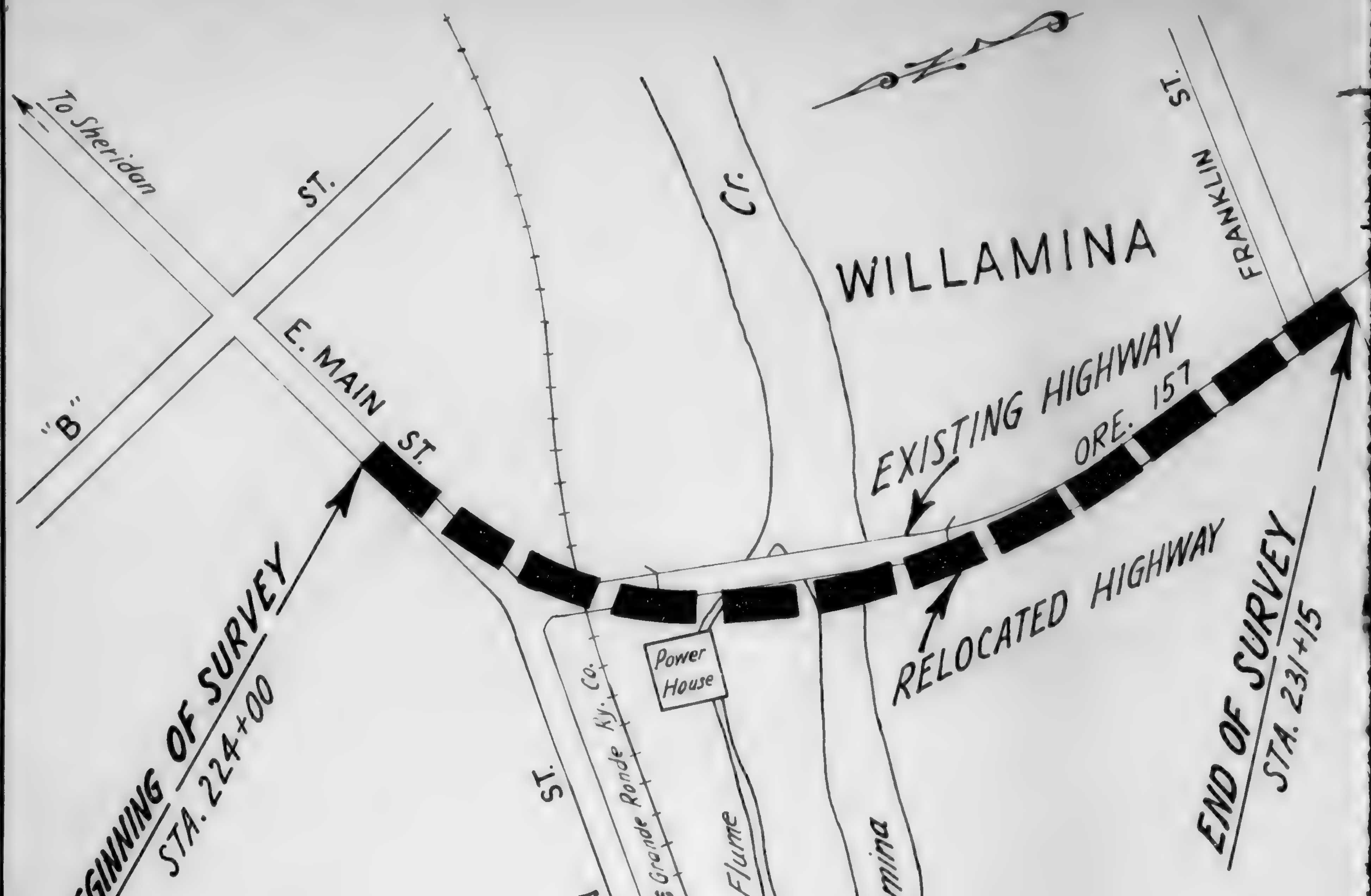
Forrest Cooper
State Highway Engineer

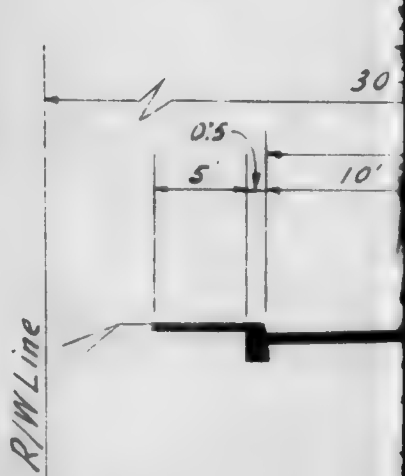
Attach.

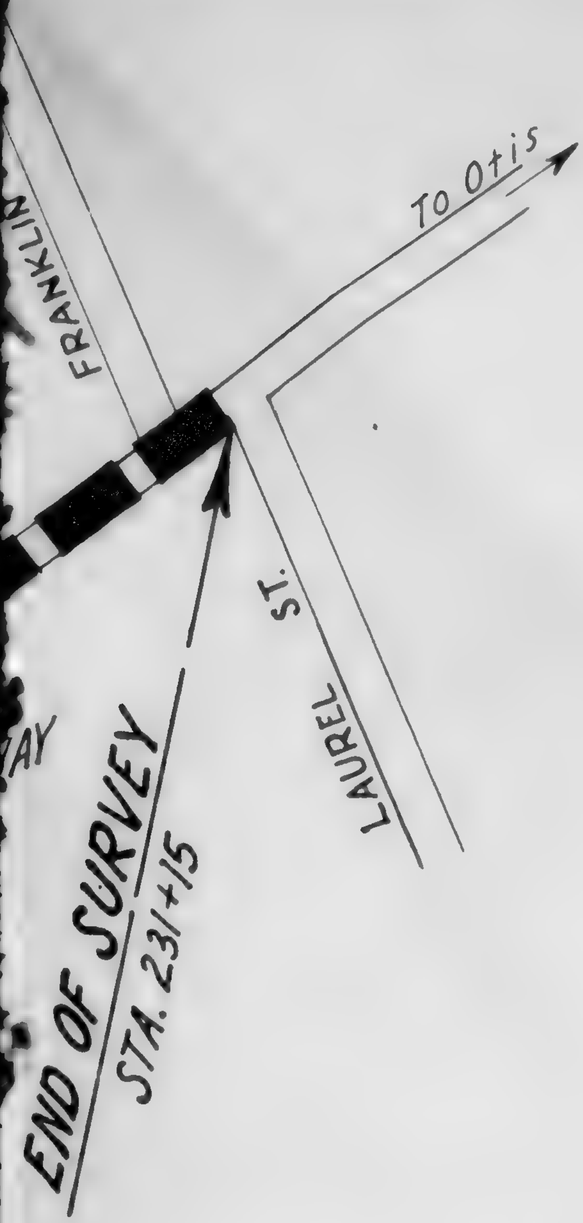
cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan
W. T. Wright

RLP:ajw hlb

structure	95.200
roadway	25.600
total	120,800


To Sheridan
"B" ST.
E. MAIN ST.
WILLAMINA
Cr.
FRANKLIN ST.
EXISTING HIGHWAY
ORE. 157
RELOCATED HIGHWAY
Power House
W. MAIN ST.
Willamina & Grande Ronde Ry. Co.
Flume
Willamina
BEGINNING OF SURVEY
STA. 224+00
END OF SURVEY
STA. 231+15


30
0.5'
5'
10'
R/W Line



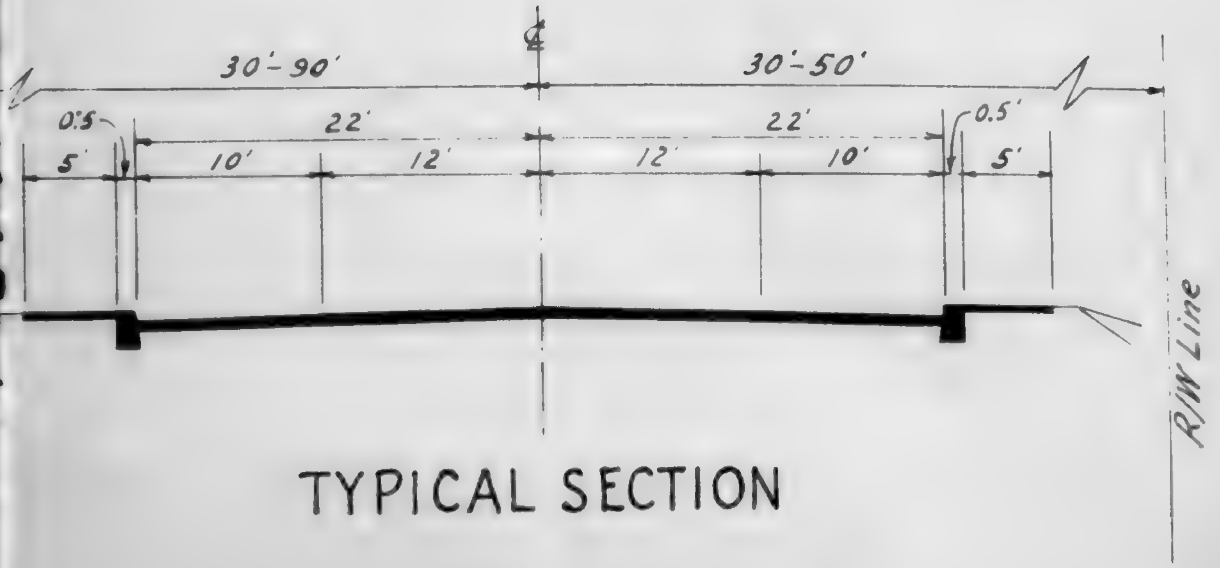
Public Hearing _ _ _ _ None requi
System Action
County _ _ _ _ None requir
State Highway Commission None requ
Bureau of Public Roads None requ
Throughway Resolution Adopted None requ
Access Control _ _ _ _ _ _ _ Limite

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

JUN 29 [illegible]

DATE



TYPICAL SECTION

OREGON STATE HIGHWAY

Survey Approval M

WILLAMINA BRIDG

WILLAMINA-SHERIDA

YAMHILL COU

Scale: 1" = 100'

DRG. NO. 1R-3-13

For details see Drg. No. 1R-3-

Public Hearing ---- *None required*

System Action

County ---- *None required*

State Highway Commission *None required*

Bureau of Public Roads *None required*

Throughway Resolution Adopted *None required*

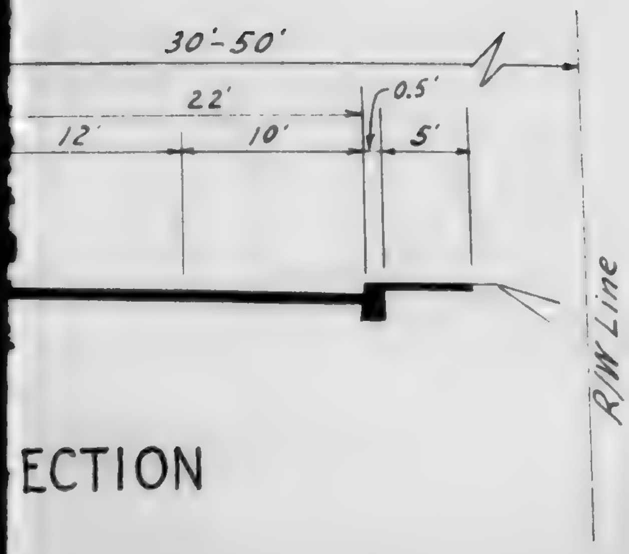
Access Control ------- *Limited*

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

JUN 29 [illegible]

DATE



ECTION

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

WILLAMINA BRIDGE SECTION

WILLAMINA-SHERIDAN HIGHWAY

YAMHILL COUNTY

Scale: 1" = 100' June, 1962

DRG. NO. 1R-3-1337

For details see Drg. No. 1R-3-1329 April, 1962

RECEIVED
1962
FOR

FORM E-123X 100M

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 14, 1962

Mr. Glenn Jacob
County Engineer
Yamhill County
Courthouse
McMinnville, Oregon

Dear Mr. Jacob:

Re: Willamina River Bridge
Bridge No. 937

Confirming our telephone conversation this morning in regard to Yamhill County desiring to have the 80-foot steel pony truss over the Willamina River at Willamina when it is released after the new bridge is constructed, I found that the final estimate quantity for this steel truss is 64,795 pounds.

It has been the customary procedure for the Highway Department to charge the County 5 cents per pound which would equal $3,239.75; however, it will be necessary for the County Court to address a letter to the Highway Commission, making this request which should be done through our County/City Relations Engineer, Mr. Si Cox.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

by

E. G. Ricketts
Assistant Bridge Engineer

EGR/mm

cc: Mr. Si Cox
Mr. P. M. Stephenson ✓

RECEIVED
JUN 14 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

RECEIVED
JUN 14 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 13, 1962

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 475 - Willamina Grade Crossing Alteration
Southern Pacific Co.
Yamhill County

Dear Sir:

Please find enclosed six copies of the State Highway Commission's amended petition relative to the above-titled matter. Two copies are for service upon Southern Pacific Company, one copy for service upon Yamhill County, one copy for service upon the City of Willamina, and two copies are for use by your office.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Encls.

cc: G. S. Paxson ✓
J. D. Walker
Frank Morgan

NOTED

Pux 475

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to alter an existing grade crossing of the Willamina Branch Line of the Southern Pacific Company, to be known as the WILLAMINA GRADE CROSSING ALTERATION project, located in the Northwest quarter of the Southwest quarter (NW¼SW¼) of Section 1, Township 6 South, Range 7 West, W. M., Yamhill County, Oregon	FIRST AMENDED PETITION NO. SXF-232

Petitioner respectfully requests leave to amend its petition of May 22, 1962, in the following particulars:

I

Paragraph III, on page 2 of said petition, in the second paragraph thereof, in line 5, after "1962," insert "revised to show location of 'NO RIGHT TURN' sign,".

II

Paragraph X of the petition be enlarged to include a third subparagraph:

3. An illuminated sign approximately two feet square reading "NO RIGHT TURN" shall be installed on a mastarm along the northerly edge of the railroad right of way line at a distance of 120 feet westerly of the intersection of the centerlines of the railroad and the Willamina-Sheridan Highway at Railroad Station 250+32. Said sign shall be illuminated only when activated by a train approaching the crossing and shall be tied into the circuit which activates the flashing red signals provided for above.

III

Paragraph XI, under THINGS TO BE DONE BY RAILROAD COMPANY, subsection 2, first line on page 5 of said petition, after the word "heads" strike the comma and insert "; furnish and install one illuminated 'NO RIGHT TURN' sign, activated by the railroad crossing signal circuit,".

IV

Paragraph XI, under THINGS TO BE DONE BY RAILROAD COMPANY, subsection 4, after the word "cost," strike "maintain" and insert "operate and maintain the illuminated sign,".

WHEREFORE, Petitioner prays for an order authorizing such alteration of the crossing and the allocation of costs in accordance herewith, and for such further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 13th day of June, 1962.

STATE OF OREGON, by and through
its State Highway Commission

L. I. LINDAS
Assistant Attorney General and
Chief Counsel for the State Highway
Commission

By ______________________
J. N. HERSHBERGER - Staff Attorney

STATE OF OREGON)
) ss
County of Marion)

I, G. S. Paxson, being first duly sworn, say that I am the Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing petition is true as I verily believe.

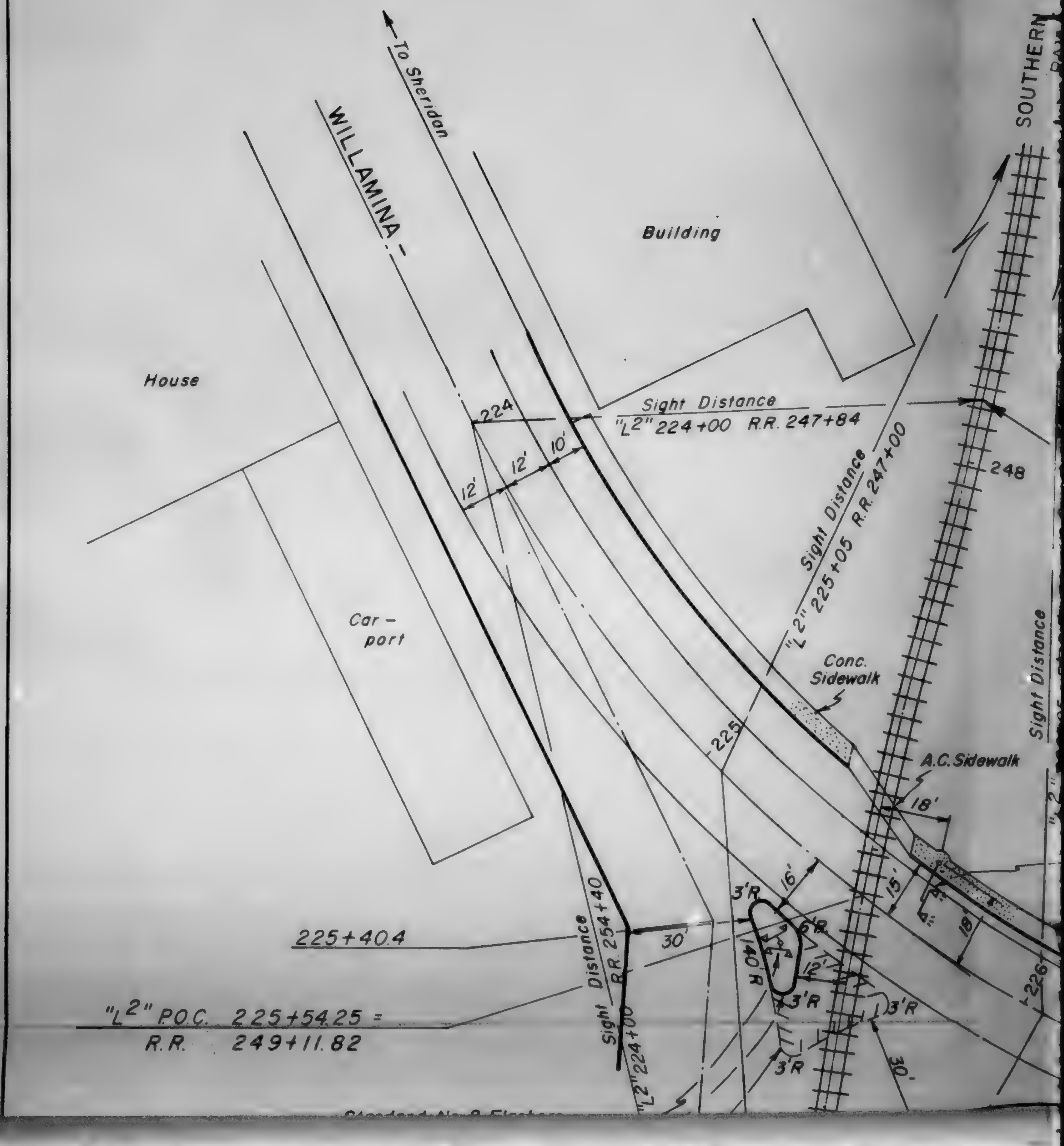
G. S. PAXSON

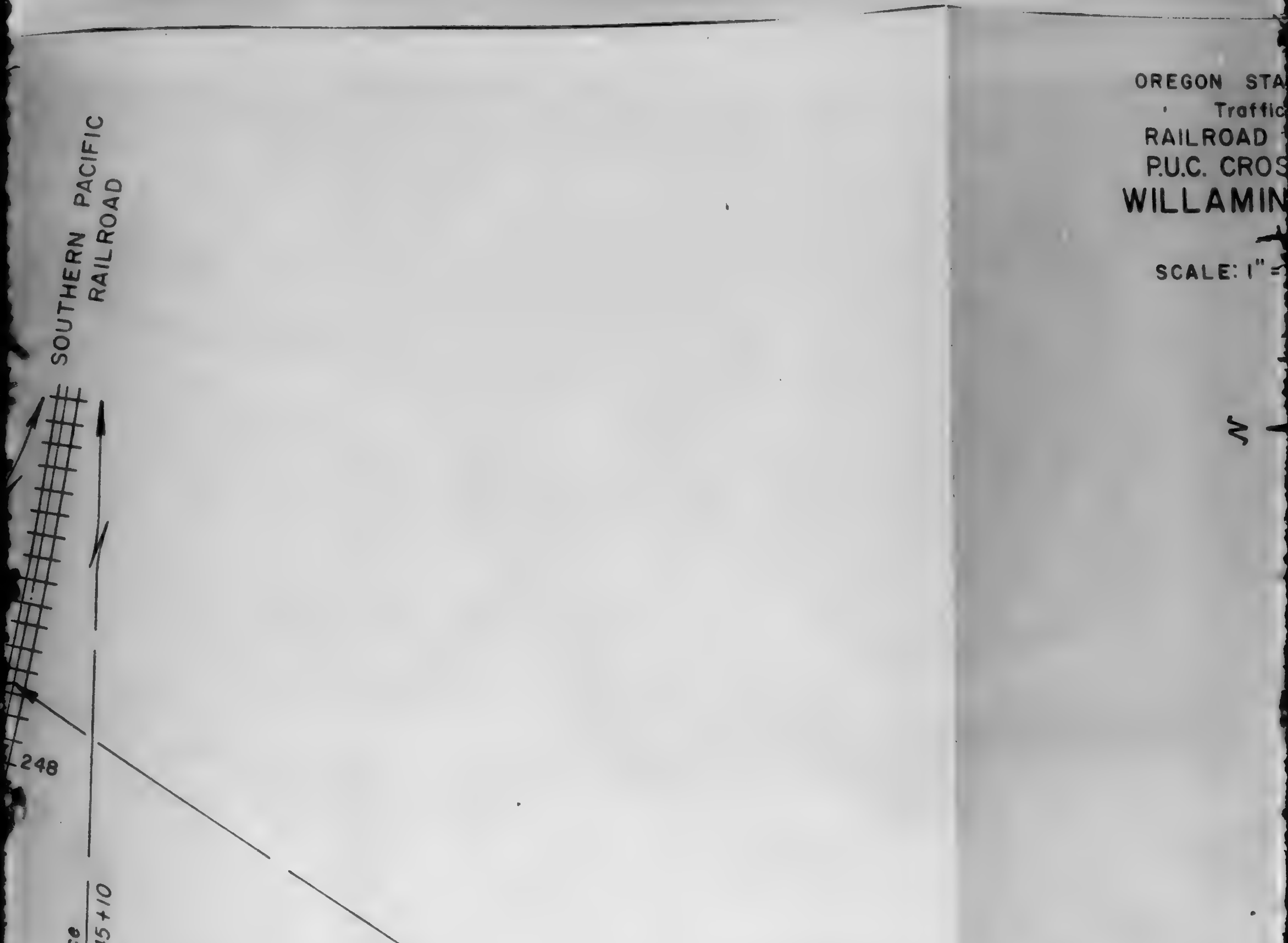
Subscribed and sworn to before me this 13th day of June, 1962.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966.

I certify that the above is a true and correct copy of the foregoing petition and the whole thereof.

J. N. HERSHBERGER-Staff Attorney


To Sheridan
WILLAMINA -
Building
House
Car-port
Sight Distance
"L2" 224+00 R.R. 247+84
224
12'
12'
10'
Sight Distance
"L2" 225+05 R.R. 247+00
248
SOUTHERN PACIFIC
Conc. Sidewalk
A.C. Sidewalk
Sight Distance
18'
225
16'
15'
18
3'R
6'R
140'R
12'
3'R
3'R
3'R
30'
226
225+40.4
30'
Sight Distance R.R. 254+40
Sight Distance "L2" 224+00
"L2" P.O.C. 225+54.25 =
R.R. 249+11.82



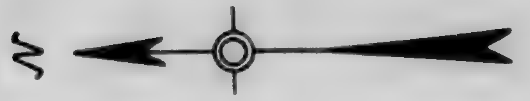
OREGON STA
Traffic
RAILROAD
P.U.C. CROS
WILLAMIN

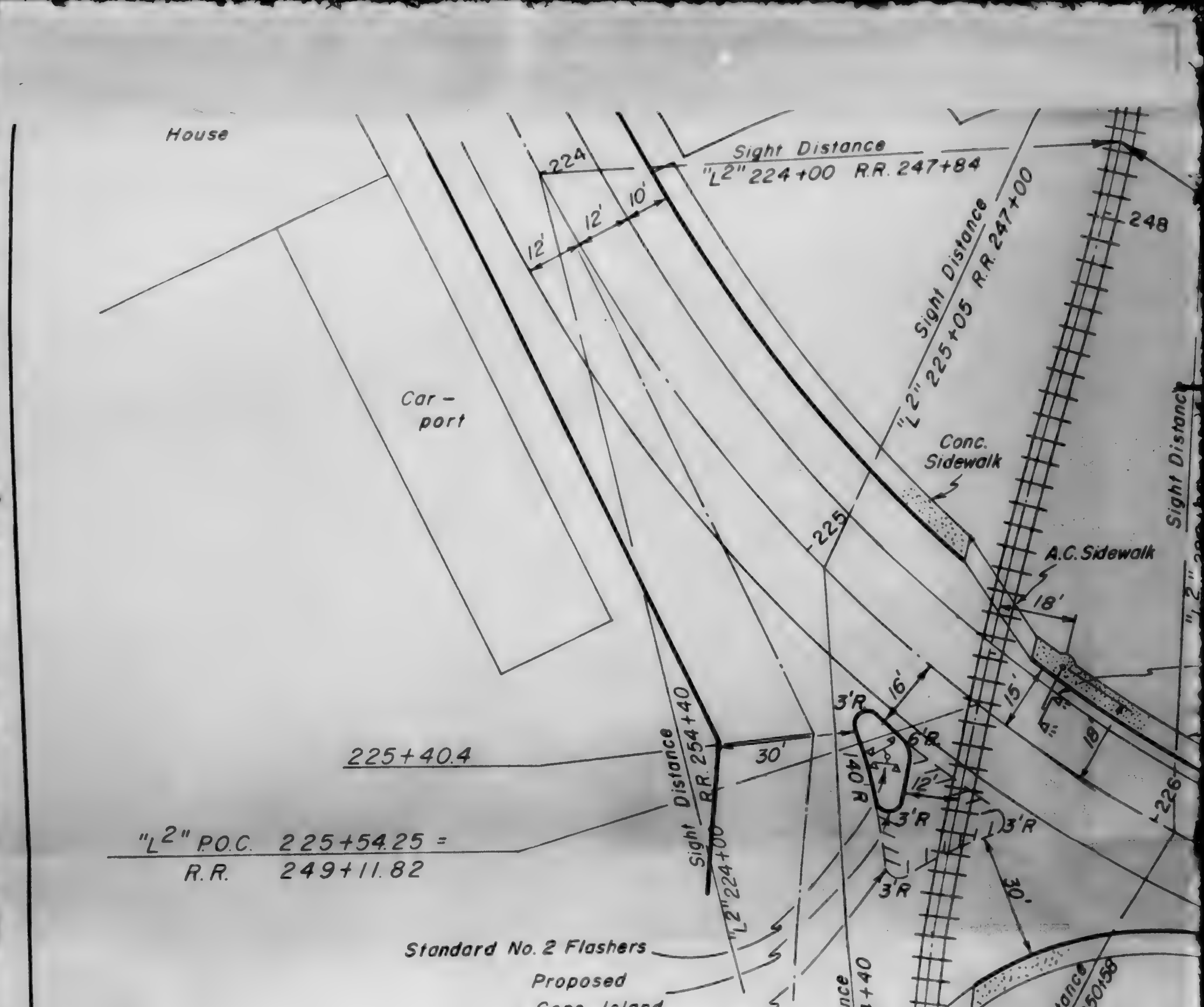
SCALE: 1" =

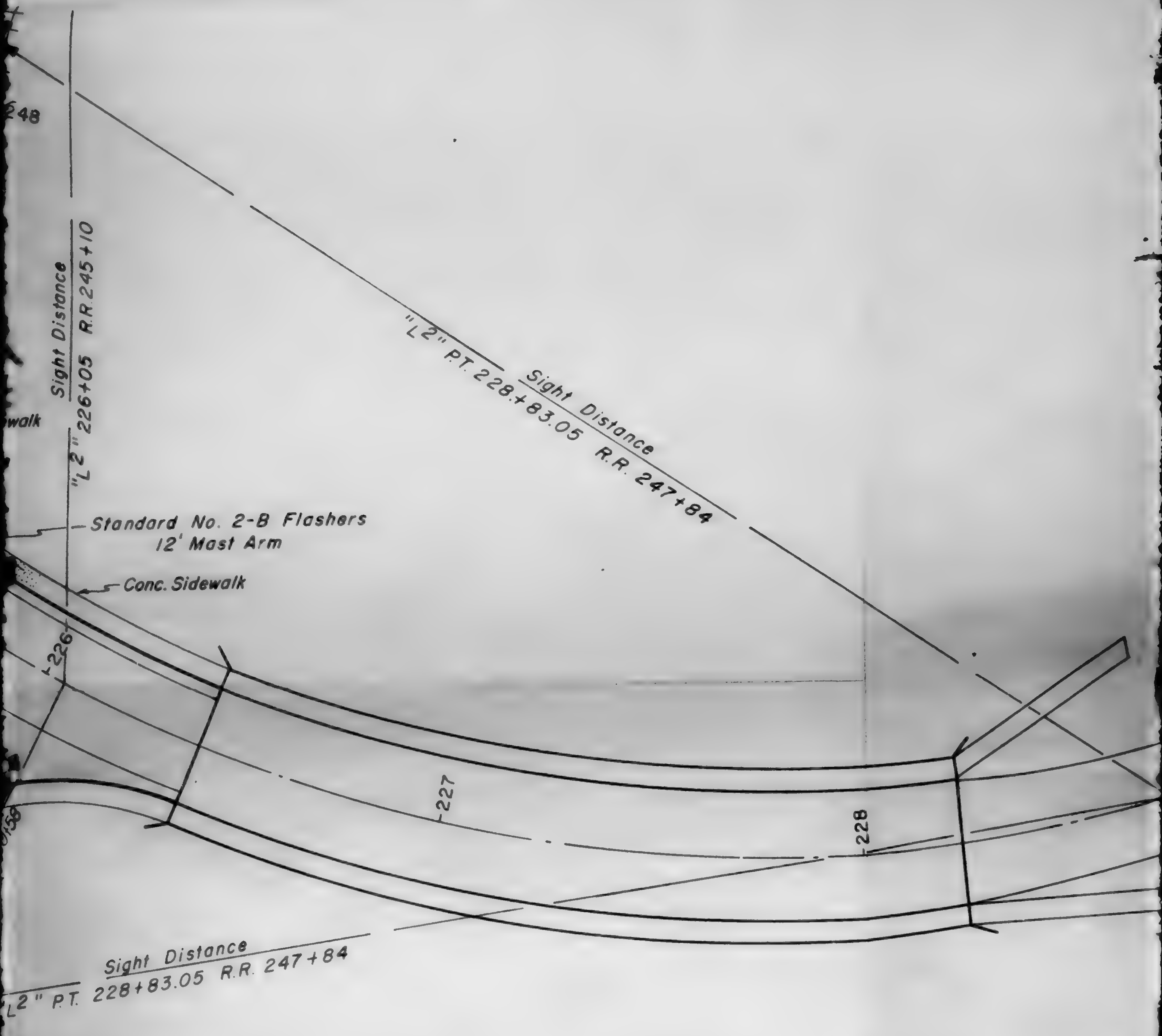
OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
RAILROAD SIGNALS INSTALLATION
P.U.C. CROSSING NO. FCA-749.6

WILLAMINA - SHERIDAN HWY.
WILLAMINA

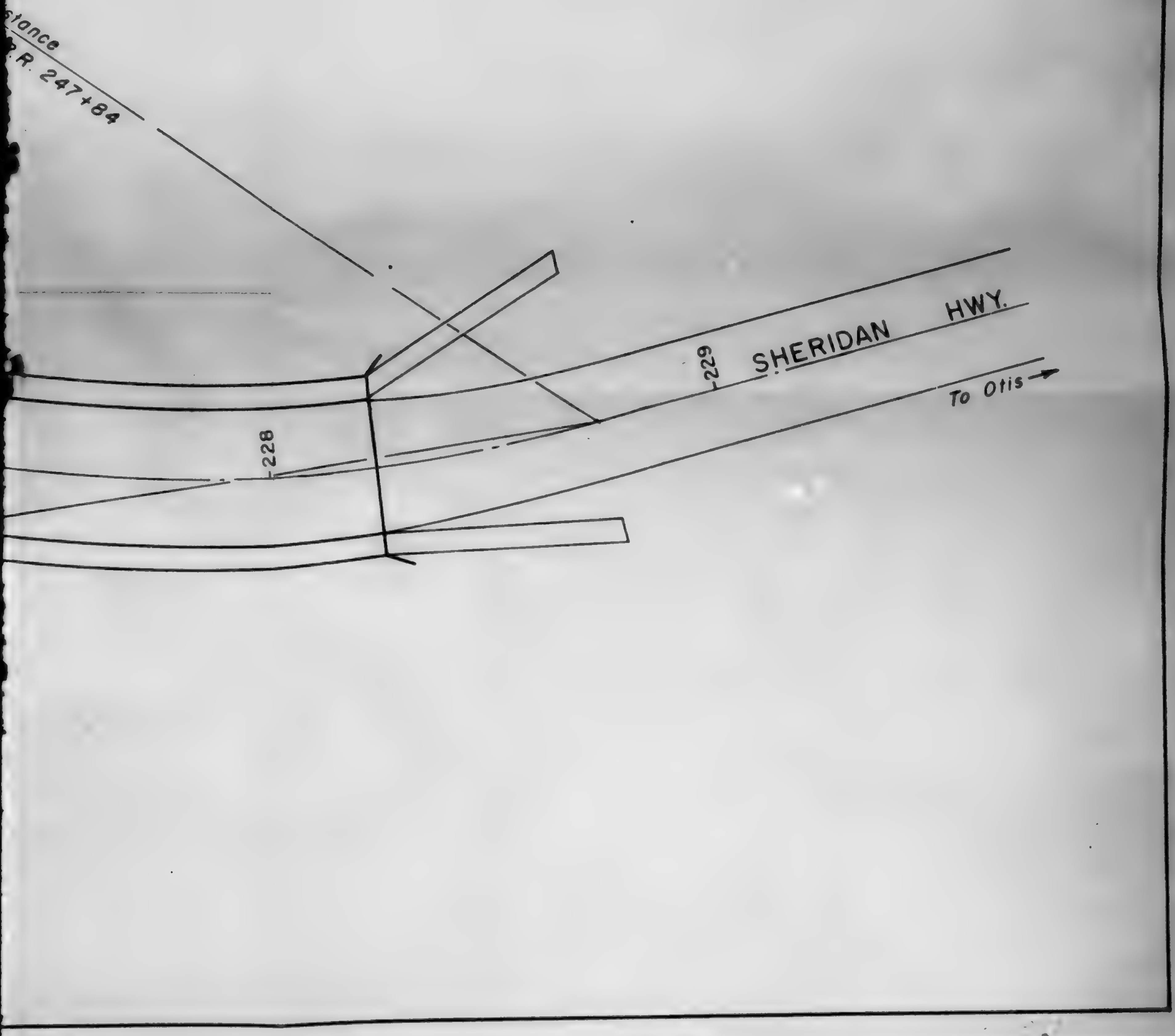
SCALE: 1" = 30'   APRIL, 1962




House
Sight Distance
"L2" 224+00 R.R. 247+84
224
12'
12'
10'
248
Sight Distance
"L2" 225+05 R.R. 247+00
Car-
port
Conc.
Sidewalk
A.C. Sidewalk
18'
225
16'
15'
18'
3'R
6'R
140'R
12'
3'R
3'R
3'R
30'
225+40.4
Sight Distance
R.R. 254+40
"L2" 224+00
"L2" P.O.C. 225+54.25 =
R.R. 249+11.82
226
30'
Standard No. 2 Flashers
Proposed
Conc. Island
Painted Traffic Island
Sight Distance
R.R. 254+40
"L2" 225+05
250
Sight Distance
"L2" 226+05 R.R 250+58
"L2" P.T.
Sight Distanc
Install
"NO RIGH



Install Illuminated Part-time Restriction
"NO RIGHT TURN" Sign on Mastarm and ~~Steel~~ Pole.


stance
.R. 247+84
SHERIDAN HWY.
229
228
To Otis

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FOR FILING

MEMO TO FILES

RE: Willamina Creek Bridge
Willamina-Sheridan State Highway No. 157
City of Willamina

At the suggestion of Messrs. Victor Wolfe and Jay Barbee, Mr. Doug Walker and I contacted Mayor Victor E. Johnson of Willamina and asked him if the City Council had received any remonstrances or objections to the Highway Department's plans to reconstruct the new bridge on the Willamina-Sheridan State Secondary Highway No. 157 over Willamina Creek. The Mayor stated that the Council had held a meeting with the entire Council and any interested persons and at this meeting the plans were approved.

The Mayor then gave us a letter stating that no formal public hearing was required. Copies of this letter have previously been sent to you.

H. C. Ayers
H. C. Ayers
County & City Relations Field Engineer

HCA:mm

June 12, 1962

cc: Floyd Query
Victor Wolfe
Jay Barbee
Doug Walker

RECEIVED
JUN 14 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V D WOLFE

RECEIVED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

13 [illegible]

6 [illegible]

May 21, 1962

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 475 - Willamina Grade Crossing Alteration
Southern Pacific Company
Yamhill County

Dear Sir:

Herewith I hand you six copies of petition of the State Highway Commission in the above entitled matter.

Two copies are for service upon Southern Pacific Company, one copy for service upon Yamhill County, one copy for service upon the City of Willamina, and two copies are for use by your office.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Encls.

cc: G. S. Paxson
J. D. Walker
Frank Morgan

RECEIVED
MAY 2[illegible] 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

Pux 475

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to alter an existing grade crossing of the Willamina Branch line of the Southern Pacific Company, to be known as the WILLAMINA GRADE CROSSING ALTERATION project, located in the Northwest quarter of the Southwest quarter (NW¼SW¼) of Section 1, Township 6 South, Range 7 West, W. M., Yamhill County, Oregon.	PETITION No. ________

The Petitioner herein respectfully represents:

I

That the name and address of Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205 and ORS 763.030.

III

That Petitioner finds that due to increased hazards to highway and rail traffic it will be necessary and proper to alter the existing grade crossing of the Willamina Branch line of the Southern Pacific Company at Willamina, Commissioner's crossing FCA 749.6, in connection with the rebuilding of the Willamina River highway bridge on the Willamina-Sheridan Highway; said bridge being immediately south of the existing grade crossing. A Yamhill County road, the Willamina River Road, enters the Willamina-Sheridan Highway immediately north of said grade crossing; to better serve said Willamina River Road and lessen the hazard to both road and rail traffic it is proposed to widen the grade crossing to a width of approximately 100 feet, measured along the centerline of the railroad track. A concrete divider island and raised asphaltic concrete bars will separate traffic to and from the Willamina River Road from the traffic travelling upon the Willamina-Sheridan Highway.

That Petitioner proposes to alter the railroad crossing as shown on Oregon State Highway Department Vicinity Map and Profile drawing No. 17393 (Br. 937A) and Traffic Engineering Division's Drawing, Railroad Signals Installation, P.U.C. Crossing No. FCA 749.6, Willamina-Sheridan Highway, April, 1962, copies of which are attached hereto and by this reference made a part hereof.

IV

That the proposed crossing alteration is in the Northwest quarter of the Southwest quarter of Section 1, Township 6 South, Range 7 West, Willamette Meridian, Yamhill County, Oregon, with the point of intersection of the center lines of the railroad and highway rights of way designated as Railroad Station 249+11.82 and Highway Engineer's Station 225+54.25, respectively.

V

That a grade separation structure at this point of intersection is not economical or feasible.

VI

That the estimated average daily traffic using the highway is 3800 vehicles; that upon five (5) days per week the railroad company schedules four (4) train movements across the crossing.

VII

That the highway at point of intersection is on a grade of 0.329 ascending toward the north; that the railroad is on a grade of approximately one (1) per cent descending toward the east.

VIII

That the angle between the tangents to the highway curve and the railroad curve is 65° 53' 30" in the Southwest quadrant.

IX

That the sight distances at the crossing are as follows:

Point on Highway	Direction Along Railroad	Number of Feet
50 feet north of crossing	East	200
50 feet north of crossing	West	500+
150 feet north of crossing	East	120
150 feet north of crossing	West	200
50 feet south of crossing	East	500+
50 feet south of crossing	West	150
300 feet south of crossing	East	120
300 feet south of crossing	West	130

X

That it is proposed that the present signalization of the crossing, consisting of one cross-buck, be removed and the crossing be signalized as follows:

1. A PUC Standard No. 2B signal, equipped with gongs, mounted with a 12-foot mast arm overhanging the northbound lane, be installed on the right hand side of the highway immediately south of the crossing; said mast arm will provide better visibility for highway traffic which approaches the crossing on a curve.
2. On the concrete divider island north of the tracks be installed a signal unit composed of two (2) PUC Standard No. 2 signal heads with one directed toward traffic approaching from the west on the Willamina River Road and the other directed toward traffic approaching from the north on the Willamina-Sheridan Highway.

XI

That Petitioner proposes that the construction and financing of the proposed crossing alteration shall be accomplished as follows:

THINGS TO BE DONE BY STATE:

1. Prepare plans and specifications and award a contract or contracts for the construction of all the highway work involved in the proposed crossing, including the concrete traffic divider island and asphaltic concrete bars north of the crossing.
2. Finance the construction of said project, except as hereinafter set forth, from State Highway funds.
3. Reimburse the railroad company for fifty (50) per cent of its costs for materials and labor utilized in the signalization of the crossing, as set out in paragraph X above, pursuant to ORS 763.170(3). Railroad in billing State will use the Uniform System of Accounts for Steam Railroads prescribed by the Interstate Commerce Commission.
4. Upon completion of the project, maintain the highway and crossing asphalitc concrete surface (including that portion between the rails) and other highway facilities.

THINGS TO BE DONE BY RAILROAD COMPANY:

1. Subject to reimbursement under Interstate Commerce Commission regulations, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect the railroad during the construction of the project.
2. Subject to 50% reimbursement by State as set forth in paragraph XI, 3, above, furnish and install one (1) PUC Standard 2B signal, equipped with gongs and a 12-foot mast arm and furnish and install

two (2) PUC Standard No. 2 Signal heads, all as more fully set forth in paragraph X hereof and as shown on the drawings named in paragraph III hereof.

3. At its sole cost and expense furnish and install preservative treated ties, ballast and inner guard rails from shoulder line to shoulder line to contain the asphaltic surface to be installed by the State.

4. Upon completion of the project, at its sole cost, maintain the signals, ties, ballast, rails and all other railroad facilities.

WHEREFORE, Petitioner prays for an order authorizing such alteration of the crossing and the allocation of costs in accordance herewith, and for such further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon this 21st day of May, 1962.

STATE OF OREGON, by and through
its State Highway Commission
L. I. LINDAS
Assistant Attorney General and
Chief Counsel for the State
Highway Commission

By________________________
J. N. HERSHBERGER-Staff Attorney

STATE OF OREGON)
) ss
County of Marion)

I, G. S. Paxson, being first duly sworn, say that I am the Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing petition is true as I verily believe.

G. S. PAXSON

Subscribed and sworn to before me this 21st day of May, 1962.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966.

I certify that the above is a true and correct copy of the foregoing petition and the whole thereof.

J. N. HERSHBERGER-Staff Attorney

RECEIVED
MAY 15 1962
FOR FILING

136-10[illegible]

6159

Salem, Oregon
May 8, 1962

Willamina Grade Crossing
Willamina-Sheridan Highway
Yamhill County

Mr. J. N. Hershberger
Staff Attorney
BUILDING

The State proposes to rebuild a bridge across the Willamina River at the southerly edge of Willamina. There is a grade crossing just to the north of the existing bridge and as a part of the project, State proposes to change and improve this grade crossing. The present crossing is carried on P.U.C. records as FCA 749.6. This will be a State project and no federal funds are involved.

The location of the grade crossing is in the NW$\frac{1}{4}$, SW$\frac{1}{4}$, Sec. 1, T. 6 S, R. 7 W. The intersection of the center line of the Willamina-Sheridan Highway and the center line of the railroad is at Railroad Station 249+11.82 and Highway Station 225+54.25. The angle between the tangents to the highway curve and the railroad curve is $65^\circ\ 53\frac{1}{2}'$ in the southwest quadrant. The grade line of the railroad at the point of crossing is approximately one per cent descending toward the east. The highway is on a grade of 0.329 ascending toward the north.

A county road, known as the Willamina River Road, enters the Willamina-Sheridan Highway immediately north of the grade crossing. In order to better serve this road, it is proposed that the crossing be widened to a width of approximately 100 feet, measured along the center line of the railroad track, but that this crossing be divided by a concrete island and raised bars of asphaltic concrete to separate traffic from and to the Willamina River Road from traffic on the highway itself. Attached are six prints from a drawing entitled "Railroad Signals Installation - P.U.C. Crossing No. FCA-749.6, Willamina-Sheridan Highway", dated April 1962. The crossing will be paved with asphaltic concrete pavement for its entire width.

The estimated highway traffic on the crossing is 3,800 vehicles per day. We are informed that the railroad company operates one train but that this train makes four daily movements across the crossing five days per week.

Sight distances at the present crossing for traffic are approximately as follows:

From a point 300 feet south of the crossing, highway traffic can see a train 120 feet to the east and 130 feet to the west. From a point 50 feet south of the crossing, highway traffic can see a train in excess of 500 feet to the east and 150 feet to the west. Traffic approaching on the highway from the north 150 feet from the crossing can see a train 120 feet to the east and 200 feet to the west. Highway traffic 50 feet to the north of the crossing can see a train in excess of 500 feet to the west and 200 feet to the east.

It is proposed that the crossing be signalized as follows:

(1) A signal on the righthand side of the highway just south of the crossing to be P.U.C. Standard No. 2B, mounted on a 12-foot mast arm overhanging the northbound lane. This mast arm is to provide greater visibility for highway traffic approaching the crossing on the curve.

(2) A signal on the concrete island north of the tracks which divides the county road traffic from the highway traffic. This signal is to have two P.U.C. Standard No. 2 signal heads, one pointing toward traffic on the county road and the other toward traffic approaching from the north on the highway.

DIVISION OF WORK AND OF COSTS:

It is proposed that the State will do all work in connection with the highway base and pavement across the track area and will construct the concrete island and asphaltic concrete bars lying to the north of the crossing, and that the Railroad will install, operate, and maintain the grade crossing signals. All highway work, including the island, will be done at the sole cost to the State. State will also install and maintain the asphaltic concrete surfacing across the track itself. Railroad should at its sole cost prepare its track for the pavement across the track area, including the installation of proper ballast and treated ties.

The costs of the railroad signals shall in the first instance be borne by the Railroad, both as to materials and installation, and State shall reimburse Railroad for one half of these costs upon billing from the Railroad. Railroad at its sole cost shall operate and maintain the railroad signals.

Attached are six prints of a vicinity map and profile. It will be appreciated if you will make the necessary application to the P.U.C. for an order authorizing the improvement of this crossing.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

4-59 B-2660

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

May 3, 1962

IN REPLY PLEASE REFER TO
321-2
0-PD-62-6

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

Acknowledge your letter of April 25, 1962, relative to reconstructing and realigning existing bridge over Willamina River in Willamina.

Investigation will be made and we will determine if practical to enter into appropriate agreement for widening and improving and installing signals at this crossing.

If available, would appreciate being furnished vehicular traffic count over this existing crossing and estimated amount of traffic on completion of your reconstruction of this grade crossing.

Yours truly

A W Kilborn

1 train
2 movements
5 days a week

RECEIVED
MAY - 4 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 26 1962
FOR

April 25, 1962

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Re: Willamina Grade Crossing
Willamina-Sheridan Secondary
Highway

The State proposes to reconstruct and realign the existing bridge over the Willamina River in Willamina. This is just to the south of the grade crossing of your tracks. A large amount of traffic has developed at this crossing, with an appreciable part of it destined for the Willamina River County Road leading to the west. It is advisable that the crossing be signalized.

Attached are two copies of a vicinity map and two prints from a large scale drawing showing the road and railroad alignment and the position of the signals. You will note that we are providing an island north of the track and intend to mount a double-headed signal, with one head facing toward the Willamina River Road and the other toward Willamina to control traffic approaching from the north or west. The second signal would be in the normal position on the south of the track. Because of the curvature in the highway leading from the south, we propose a mast arm standard No. 2-B for this southerly signal.

On the vicinity map is shown the outline of easement across your tracks which would be required, and I also attach two copies of a description for this area. Since this is an improvement of an existing crossing and it is to be financed by State funds without federal aid, we propose that the Railroad Company prepare its track for surfacing and bear 50 per cent of the cost of the signals. The Highway Department will assume the other 50 per cent of the signal cost and will do all of the highway work. Upon completion of signal installation, the Railroad Company should maintain and operate the signals.

We expect to make application for permit to the Public Utility Commissioner in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
attach.
cc Mr. Forrest Cooper

DESCRIPTION ONLY

Southern Pacific Co.

Willamina River Bridge Section

Yamhill County

File No. 32256
JS 4-13-62
1R-3-1329

Willamina-Sheridan Highway

Easement

An easement for grade crossing over or on the following described parcel, to wit:

A parcel of land lying in the William Branson D. L. C. #43, Township 6 South, Range 7 West, W. M., Yamhill County, Oregon, the said parcel being that portion of the Southern Pacific Co. right of way in said D. L. C. #43 lying between lines drawn radially to the center line of said Railroad at Stations R. R. 248+65 and R. R. 250+25.

The parcel of land to which this description applies contains 0.12 acre.

pf/40

RECEIVED

FOR FIL[illegible]

MEMO TO FILE
April 16, 1962 Re: Willamina

With Mr. J. D. Walker and Mr. Ross Harris called on Mayor Dr. Victor E. Johnson regarding new bridge at Willamina. Mayor Johnson had requested that he be contacted to advise with us regarding the change in location of the bridge from the original design. Mr. Walker explained that the new curve of 16° instead of 22° would be safer and carry the traffic better. The Mayor's chief concern seemed to be that the market just northeasterly of the bridge would have less parking space then they now have, and that the council did not believe that the women of the Garden Club should be the ones to get the bridge moved over to the east. He was advised that the only reason the location was changed was to get better movement for all traffic and also the radius for the log and lumber traffic coming on and off to Main Street west. He said he would explain to the council and if needed he would call on Mr. Walker again.

The Mayor also brought up the possible widening of the pavement southerly of the new bridge. He seemed to have the idea that this was to be done at the same time as the bridge andthat the city had $7,000.00 in this year's budget for this widening. We advised that this had not been approved as yet by the Highway Commission and he would have to make an application for aid in this widening and that Mr. Cox would see him soon with regard to this.

H. C. Ayers
H. C. Ayers by Don Harrill

HCA:eb
cc: J. D. Walker (2)

RECEIVED
APR 18 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
APR 6 1962
FOR FILING
[illegible]
[illegible]

Salem, Oregon
April 5, 1962

Willamina River Bridge Section
Willamina-Sheridan Highway
Yamhill County

44

Mr. Forrest Cooper
State Highway Engineer
Office

For your information, the subject project has now been returned from the field on the revised (16°) alignment and has been sent to the Design Office (April 2, 1962).

The revised P.U.C. and Bridge vicinity maps were sent to Mr. Paxson and to the Bridge Department on March 20.

The project allotment is $100,000. The preliminary estimate is $109,000, including $85,000 for the new structure and the detour structure.

A P.U.C. hearing will be necessary for the grade crossing of the Southern Pacific Railroad. With normal timing, this will mean a delay of from three to six months. (Recent average showed three months from the petition to the hearing and 1½ months from the hearing to receipt of the order.)

R. L. Porter
Assistant State Highway Engineer

cc G. S. Paxson
F. D. Morgan

ADO:fp:ajw

RECEIVED
[illegible] 1962
FORM 5-80 SOM 11-61 40830

FOR FILE

136-1054

1157

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1962

SUBJECT:

To: MEMO TO FILE

Mrs. Ray Alder, Mrs. Rurik Hendrickson, and Mrs. Lloyd Lewis, representing the Willamina Garden Club, were in my office, this date, in connection with a small park that they intend to establish on the left bank of the Yamhill River just upstream from Willamina Creek.

They were making inquiries as to the State's plans for rebuilding the bridge across the creek at this point. They were not at all critical but hoped that we would be able to stay off as much of the park property as possible.

I informed the ladies that I would look into the matter and, if our plans were such that we would be taking any substantial right of way upstream from the existing bridge, I would see that they were informed.

Mr. Porter - please take note and follow up if necessary.

Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn

cc G. S. Paxson
R. L. Porter

RECEIVED
12 1961
FOR FILING
136-10

December 11, 1961

Hon. C. M. Barnhart
County Judge of Polk County
County Courthouse
Dallas, Oregon

Dear Judge Barnhart:

I write this as a memo of our meeting this date, which was attended by Dr. Otis Barnhart, Mr. Allen A. Dunn, and Mr. Allen C. Louden.

I know that the road from Willamina to the Salmon River is a nagging problem for the local residents and the County Court. I only wish that there were sufficient funds so that the State could assist in its improvement.

The Highway Commission is hard pressed to find funds to make needed improvements on the state highway system and has tried to conserve what meager funds are available for highway improvements. It seems that this shortage of money is something that chronically bothers most public bodies, such as the Highway Commission, county courts, city commissioners, school directors, et cetera.

I wish that there was a good solution but it does not seem to be that simple. All I can say is that we might take another look at some time in the future and hope that somewhere money can be found for this and other worthy projects.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc G. S. Paxson

RECEIVED
DEC 1 1961
FOR FILING

[illegible] 1354

L 157

November 30, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

The State is studying the feasibility of improving the crossing of the Willamina River in the city of Willamina in Yamhill County. A survey has been authorized for the project. The project would involve the moving of the existing grade crossing of your tracks by the Salmon River Highway a short distance easterly from its present location. I attach two copies of a location prospectus on the project.

The survey is just beginning, and no details can be furnished at the present time. You will be kept advised as the survey progresses.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. Forrest Cooper

RECEIVED
NOV 30 1961
FOR FILING

11-21-61

LOCATION PROSPECTUS
WILLAMINA RIVER BRIDGE SECTION
WILLAMINA-SHERIDAN HIGHWAY
YAMHILL COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Willamina-Sheridan Highway, which is a State Secondary Facility on the Federal Aid Secondary System. The northerly terminus is at Station 220+00, which station is at the intersection of "C" Street with the Willamina-Sheridan Highway in the city of Willamina. The southerly terminus is at Station 233+00, which station is approximately 480 feet south of the southerly end of the existing structure. The overall length of the project is 0.25 miles.

This will be a location survey to prepare plans, specifications, and estimates for the replacement of an existing structure over the Willamina River with a new structure on a new alignment, including approaches and removal of existing structure. The entire project is within the city of Willamina.

The route follows generally the existing facility. The new structure will be located adjacent to the existing structure. Alternates will be studied for the best location. Reconnaissance is not necessary. Soils investigations will be conducted. An economic analysis is not needed.

The existing 1960 ADT is 3,700 and the projected 1980 ADT is 6,300. Maximum grade and curvature will be determined by survey. The typical section will be a 24-foot roadway with 10-foot shoulders. The new bridge will have a horizontal clearance of 30 feet with sidewalk on each side.

There will be an at-grade crossing of the Southern Pacific Railroad Company tracks within the city of Willamina.

This will be a two-lane highway with access limited to existing facilities and designated public roads and streets.

The tentative base design for construction is:

Paving	3½" A.C.
Top Course, Base	2 " Leveling
Bottom Course Base	15 " Base

(Base design subject to change upon completion of soils investigation.)

There are no State parks or roadside rest areas affected by this project.

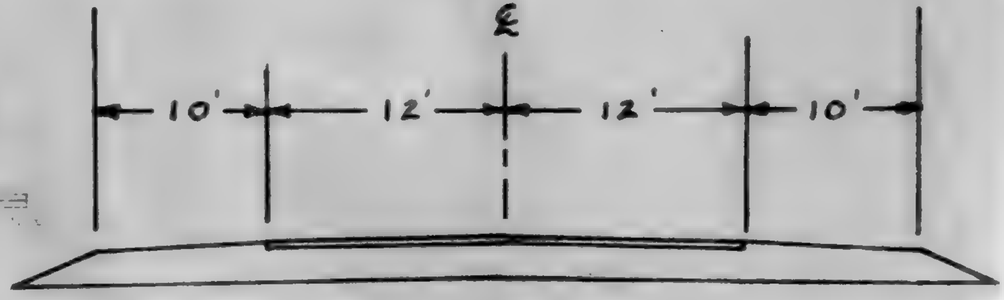
November 21, 1961

Attach.

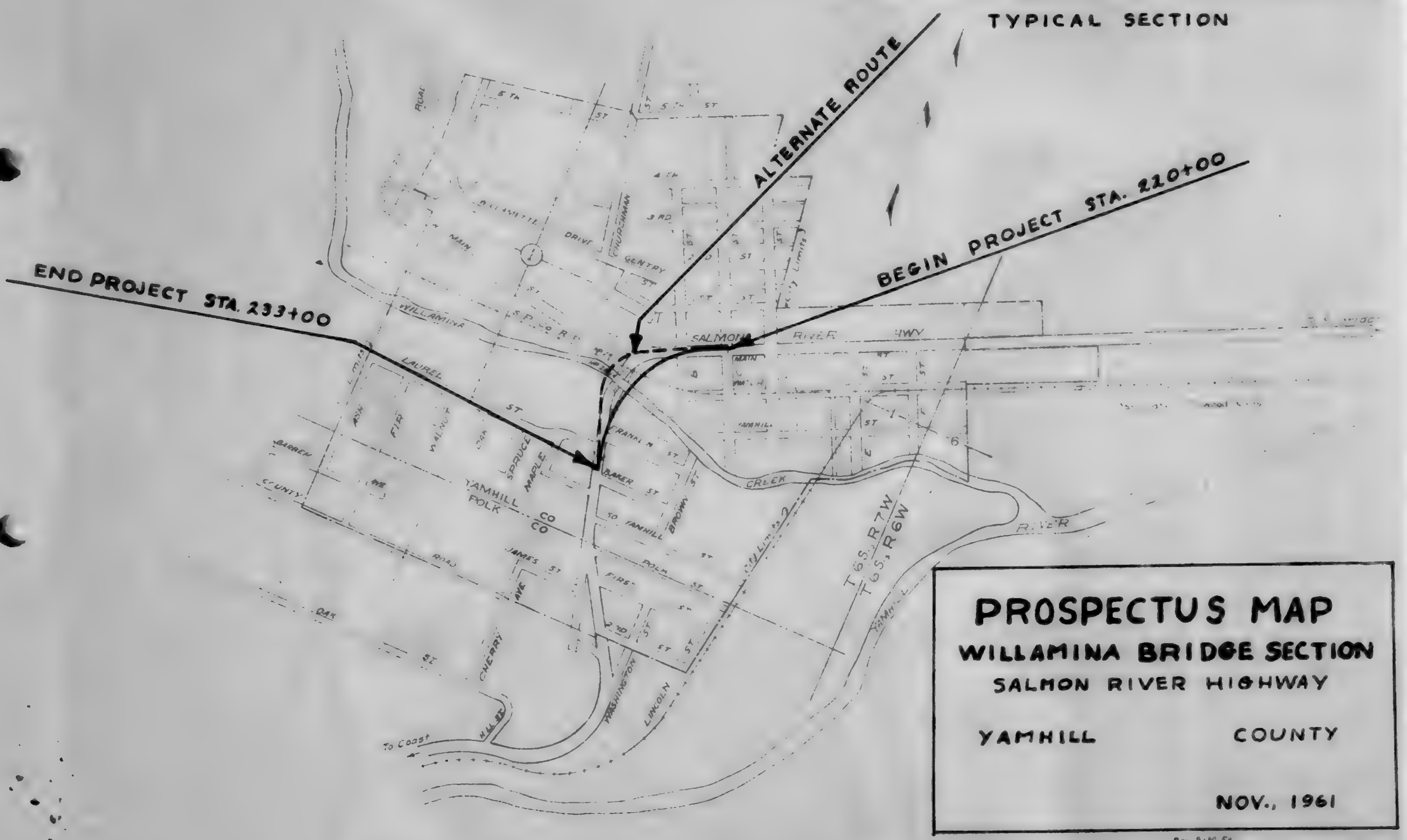
cc W. C. Williams ✓
Forrest Cooper ✓
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
Walter T. Wright (3)

RECEIVED

WILLAMINA



TYPICAL SECTION



PROSPECTUS MAP
WILLAMINA BRIDGE SECTION
SALMON RIVER HIGHWAY

YAMHILL COUNTY

NOV., 1961

Rev. 9-30-58

18-8330 Lake of the Woods-Wocus Marsh 1962
Sec., Lake of the Woods Hwy.
#6160 (Rock Prod.)

RECEIVED
AUG 19 1963
FOR FILING

August 15, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract #6160 awarded to W. D. Miller Const. Co., for the Lake of the Woods-Wocus Marsh Rock Production Project on the Lake of the Woods Highway in Klamath County was completed on May 18, 1963, and accepted by the Highway Commission on August 13, 1963.

Final payment, in the amount of $850.38 will be released to the contractor after August 22, 1963. The total contract amount is $28,345.85. No work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: W. D. Miller Const Co.,
P. O. Box 692
Klamath Falls, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
AUG 15 1963
FOR FILING

6160

August 14, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed May 18 on Contract No. 6160. The contract was with W. D. Miller Construction Company and was for rock production on the Lake of the Woods-Wocus Marsh Section of the Lake of the Woods Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 13, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 1, 19 63

Section Lake of The Woods - Wocus Marsh

Kind of work Rock Production

Highway Lake of The Woods County Klamath

Section prefix 18-8330

Contractor W. D. Miller Const. Co.

Contract number 6160

Date of contract August 9, 19 62

Specified work days 40

Date work started September 24, 19 62

Work days used 62

Project authorization $33,075.00

Exclusive of engineering $30,723.00

Per cent of time elapsed 155 %

Estimated cost of completed project, exclusive of engineering $28,622.81

Estimated per cent overrun or underrun Underrun 4.68 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $2,352.00

Engineering cost to date $2,904.44, 123.49 %

Date project was completed May 22, 19 63

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
-	-	-	-	-	-	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Worked on semi-final estimate for this project latter part of this week.

Semi-final estimate will be submitted first of next week when wage certification received from contractor.

Project completed

FINAL REPORT

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
JUN 3 1963
NOTED ☐ CE ☐ ACE ☐ RCE ☐ COE

Signed W. Reid Merritt RE

Address P.O. Box 1090, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			22.96		
Miles partially completed			22.96		
Miles completed			22.96		
Total estimated quantities (contract)			10,000 c.y.		
Total quantities corrected to date			10,265 c.y.		
Estimated quantities moved or placed to date			10,265 c.y.		
Average daily quantities			0 c.y.		
Average daily quantities necessary to complete project on time			workdays expended		
Number shifts per day			0		
Hours per shift			0		
Average force on project for week			0		

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Cloudy-Showers		
Thursday	Fair		
Friday	Fair AM-Rain PM		
Saturday			

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 25, 1963

Section Lake of The Woods - Wocus Marsh

Kind of work Rock Production

Highway Lake of The Woods County Klamath

Section prefix 18-8330

Contractor W. D. Miller Const. Co.

Contract number 6160

Date of contract August 9, 1962

Specified work days 40

Date work started September 24, 1962

Work days used 62

Project authorization $33,075.00

Exclusive of engineering $30,723.00

Per cent of time elapsed 155 %

Estimated cost of completed project, exclusive of engineering $30,723.00

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $2,352.00

Engineering cost to date $2,736.35, 116.34 %

Date project was completed May 18, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
-	-	-	-	-	-	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor finished crushing and stockpiling all of the materials of this project Saturday of last week.

Crew remeasured stockpiles this week. Semi-final estimate will be submitted as soon as quantities are computed and checked.

NOTED
JOHN R. OAKES

[illegible] 2 1963

Signed W. Reid Merritt

Address P.O. Box 1090, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			22.96		
Miles partially completed			22.96		
Miles completed			22.96		
Total estimated quantities (contract)			10,000 c.y.		
Total quantities corrected to date			10,000 c.y.		
Estimated quantities moved or placed to date			10,000 c.y.		
Average daily quantities			0		
Average daily quantities necessary to complete project on time			0		
Number shifts per day			0		
Hours per shift			0		
Average force on project for week			0		

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear AM Thund. Showers PM		
Tuesday	Clear AM Thund. Showers PM		
Wednesday	Clear AM Thund. Showers PM		
Thursday	Pt. Cloudy Warm		
Friday	Clear		
Saturday			

RECEIVED
AUG 10 1962
FOR FILING

FORM E-123

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 9, 1962

W. D. Miller Const. Co.,
P. O. Box 692
Klamath Falls
Oregon

Gentlemen:

The State Highway Commission on August 9, 1962, awarded to you State Highway Contract No. 516 for the following project:

Lake of the Woods-Wocus Marsh Rock Production Project on the Lake of the Woods Highway in Klamath County

This award was based on your bid of $28,900.0 which was the low bid submitted to the Commission on August 3, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

S-424(2) Salmon Cr. Sec., Rock Cr. Co. 1962
Rd., FAS 806 (Stone base)
#6161

C&A
2516

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-3-64	CC 878		506-1002-097

INVOICE NUMBER
82019

Coos County
Courthouse
Coquille, Oregon
Att: Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
DON HARWELL

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Salmon Creek Section, oiling, FAS 806. Covered by agreement dated June 29, 1962.			
County advance deposit		5,000.00	
Less amount previously transferred		3,500.00	
			1,500.00
County share as per attached statement		3,520.78	
Less amount previously transferred		3,500.00	
			20.78
To be refunded			1,479.22

ACKNOWLEDGMENT OF [illegible] REQUEST
Cash Received with Request: $
By

A 150 (REVISED 7-60)

RECEIVED
NOV 1 2 1963
FOR FILING

November 8, 1963

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On August 28, 1963, we wrote to you concerning release of final payment on contract #6161, awarded to Beckley & Thomas Rock Products Inc., for stone base on the Salmon Creek Section of FAS 806 in Coos County.

Final payment on this contract is $1,068.45 and the total contract amount is $17,479.08. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Beckley & Thomas Rock Products, Inc.,
1494 NE Stevens
Roseburg, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
AUG 28 1963
FOR FILING

[illegible]

6161

August 27, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed July 31 on Contract No. 6161. The contract was with Beckley & Thomas Rock Products, Inc., and was for stone base on the Salmon Creek Section of Rock Creek County Road (FAS 806) in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 27, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

County of Coos

COQUILLE, OREGON

BOARD OF
COUNTY COMMISSIONERS
J. J. Geaney
Charles W. Mahaffy
Howard B. Lentz, Jr.

NOTED
JOHN D. GRAHAM

NOTED
R. M. ALLISON

NOTED
H. S. COX

August 20, 1963

NOTED
DON HARWELL

RECEIVED
SEP 20 1963
ENGINEER
COUNTY & CITY DIVISION

State Highway Department
Chief Engineer
Schroeder Building

NOTED
R. H. PRANGE

Re Contract # 6161
F.A.S. 806

NOTED
R. H. PRANGE

Dear Sir:

We made final inspection on the Salmon Creek Section F.A.S. 806.

We accept the jurisdiction of this road from the State Highway Department on this date.

Would you please send us the final figures on this contract as soon as possible.

Thank you for the courtesy and cooperation we have had with you on this project.

Yours sincerely,
Board of Commissioners

J J Geaney
J. J. Geaney, Chairman

Charles W. Mahaffy
Charles W. Mahaffy, Commissioner

Howard B. Lentz Jr
Howard B. Lentz, Jr. Commissioner

JJG:il

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: None

WEEK ENDING: August 23, 1963

SECTION: Salmon Creek

SECTION PREFIX: 506-1002

HIGHWAY: FAS Route 806

COUNTY: Coos

NAME OF JOB: Salmon Creek Section

KIND OF WORK: Stone Base

CONTRACTOR: Beckley & Thomas Rock Products, INc.

CONTRACT NUMBER: 6161

FEDERAL AID PROJECT NUMBER: S-424(2)

DATE OF CONTRACT: August 24,1962

DATE WORK STARTED: February 20, 1963

ESTIMATED COMPLETION DATE: July 31, 1963

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: None SUPERVISION: None

SPECIFIED WORK DAYS: 30

WORK DAYS USED: 28

PERCENT OF TIME ELAPSED: 93.3

PROJECT AUTHORIZATION: $ 24,620.63

ENGINEERING AUTHORIZATION: $ 1,749.52

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 22,853.11

ENGINEERING COST TO DATE: $ 1,707.70

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 17,479.44

PERCENT OF AUTHORIZATION: 97.6 %

ESTIMATED PERCENT: UNDERRUN 22.0%

DATE PROJECT WAS COMPLETED: July 31, 1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
				100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.41			
MILES PARTIALLY COMPLETED		0.41			
MILES COMPLETED		0.41			
TOTAL ESTIMATED QUANTITIES (CONTRACT)		6,890 C.Y.			
TOTAL QUANTITIES CORRECTED TO DATE		5,641 C.Y.			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		5,641 C.Y.			
AVERAGE DAILY QUANTITIES		None			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		None			
NUMBER OF SHIFTS PER DAY		None			
HOURS PER SHIFT		None			

EQUIPMENT USED DURING THE WEEK:

None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair		
MONDAY	Fair	0	
TUESDAY	Fair	0	
WEDNESDAY	Fair	0	
THURSDAY	Fair	0	
FRIDAY	Fair	0	
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project Has Been Completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project was completed on July 31, 1963.
Semi-final is being submitted Monday, August 26th, as the final reports from the contractor were received today, Friday.

This is the final Report on this Project.

SIGNED

ADDRESS P. O. Box 326., Myrtle Point, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

County of Coos
COQUILLE, OREGON

BOARD OF COUNTY COMMISSIONERS
J. J. Geaney
Charles W. Mahaffy
Howard B. Lentz, Jr.

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
H. S. COX

April 23, 1963

Mr. Cy Cox
City & County Relations Engineer
403 State Highway Building
State Highway Department
Salem, Oregon

NOTED
R. H. PRANGE

RECEIVED
APR 24 1963
ENGINEER
COUNTY & CITY DIVISION

FAS 6[illegible]

Dear Cy,

Will you please ask your engineering department if they would place iron stakes to permanently establish the County Road right of ways on the North Bank Project, Salmon Creek Project at Bridge and if possible at the F. A. S. Bridge at Lakeside.

FAS 806.

FAS [illegible]

Thank you very much for any help you can give us in this regard.

Yours sincerely,
Board of Commissioners

J J Geaney
J. J. Geaney,
Chairman

Charles W. Mahaffy
Charles W. Mahaffy
Commissioner

Howard B. Lentz Jr
Howard B. Lentz, Jr.
Commissioner

Decker called
4-26 OK

JJG:il

Copies sent to Morgan
Chandler.

Contract 6761 9-25-62 / File

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
OCT 1 1962
FOR FILING

MONTHLY TRANSACTION NO. 16-7	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE **Oregon**
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY **Coos**
		PROJECT NO. **S-424(2)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jc. S.R. 42 near Br. S.E. o.4 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-13-62	0.405
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 24,055.00	$ 15,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______

ASST **State Highway Engineer**
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By **A. W. Parsons**
(Division Engineer)

By: **L. R. Backlund**
Administrative Manager

Date executed by Division Engineer **September 25, 1962**

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Federal-Aid Secondary
Project No. S-424(2)

Oregon State Highway Department

SALMON CREEK SECTION

OF FAS ROUTE #06 IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 28, 1962

Type Code ~~[illegible]~~ 2010
Roadway (Sta. 1+59.34 to Sta. 23+00) (Contract 6161)

Coarse Crushed Material in Base	6,100 cu.yds.	$2.80	$17,080.00
3/4" - 0 Material in Base	790 cu.yds.	2.90	2,291.00
Sprinkling	170 M-gal.	3.00	510.00
Metal Guard Rail	600 lin.ft.	2.48	1,488.00
			$21,369.00
Flagging (57½% of Contractor's Cost)	All Required		$ 350.00
Signing	All Required		150.00
			$ 500.00
	Subtotal		$21,869.00
	10% Engr. & Cont.		2,186.00
	Total		$24,055.00

Length of Roadway - - - - - 0.405 Mile
Cost of Roadway Per Mile- - $59,395.06

Federal Funds -	$15,100.00
State Funds -	4,477.50
County Funds -	4,477.50
	$24,055.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

NOTED
H. S. COX

NOTED
Harold C. Ayers

August 20, 1962

NOTED
DON HARWELL

NOTED
V R JONES

Coos County Board of Commissioners
Courthouse
Coquille, Oregon

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your check for $5,000 as advance deposit on the Salmon Creek Section, FAS 806. Contract No. 6161 covering this project has been awarded to Beckley & Thomas Rock Products Inc.

A copy of the contract and a set of plans are enclosed. If additional copies of either are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
Harold C. Ayers

NOTED
DON H

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-17-62	CC 778		506-1002-297

INVOICE NUMBER
75821

- Coos County
- Courthouse
- Coquille Oregon
- Attn: Bd of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$5,000.00
Partial transfer county advance deposit for Salmon Creek Section, surfacing FAS 806 Covered by agreement dated June 29, 1962			3,500.00
To be retained			$1,500.00

NOTED
R. H. FRANCE

NOTED
JOHN D. C

NOTED
R. JONES

By ____________

A 150 (REVISED 7-60)

RECEIVED
SEP 13 1962
FOR FILING

6161

August 14, 1962

Beckley & Thomas Rock Products
1494 N. E. Stephens
Roseburg, Oregon

Gentlemen:

The State Highway Commission on August 9 accepted your proposal for stone base on Salmon Creek Section of the Rock Creek County Road, FAS Route 806, in Coos County for the sum of $21,369.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6161. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Pacific Builder & Engineer, Inc.
1945 Yale Place North
Seattle 2, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Daily Journal of Commerce
P. O. Box 932
Portland, Oregon
Attention: News Room

Mr. Frank Morgan

Mr. L. H. Young

Mr. R. G. Savage

NOTED
J. Mc C.

fkn

NOTED
Harold C. Ayers

NOTED
DON HARWELL

August 10, 1962

NOTED
JOHN D. GRAHAM

NOTED
V R JONES

Coos County Board of Commissioners
Courthouse
Coquille, Oregon

NOTED
R. H. PRANGE

Gentlemen:

On August 8, a satisfactory bid was received from Beckley & Thomas, Roseburg, Oregon, for surfacing the Salmon Creek Section of FAS 806. As per agreement between County and State, the following advance deposit is required of the county prior to awarding of a contract:

Bid Items;	$21,369.00
Anticipated Items ...Flagging	350.00
...Signing	150.00
	$21,869.00
Engineering & Contingencies, 12-1/2%	2,733.63
Estimated Total Cost...............	$24,602.63
County Advance Deposit 20% of $24,602 = $4,920.53 or say	$ 5,000.00

Please make this deposit by means of a check or warrant in the amount of $5,000 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received, a contract can be awarded for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County & City Relations Engineer

HSC:mm

EIVED
JL 25 1962
OR FILING

S-424(2)
[illegible]

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
July 24, 1962

Finance Agreement, Coos County
Salmon Creek Section
FAS 806, Project S-424(2)

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. Don N. Harwell
Mapping & Records Engineer

Attached is a copy of a Finance Agreement with Coos County covering the Salmon Creek Section on the Myrtle Creek County Road, FAS 806 in Coos County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Coos County.

Secretay

FR
Attach: 1

6-14-62

PROPOSED PROJECT
COOS COUNTY (1963 FUNDS)

FAS 806, Myrtle Creek Road: Salmon Creek Section, Crushed Rock Surfacing, 0.44 Mile, $25,000.

The proposed project is to place a crushed rock surface 17" in depth and with a top width of 28'. The grading of this section is included in a previously approved FAS project. The County plans to place the oil mat and construct the shoulders. The County wishes to have this project let on August 8, 1962.

See Sch. 62-a, 1/10/62
For Grading & structures, same section

Approved 6/29/62

62-e
6/14/62

Date: 7/3/62

MEMO TO J. W. NASH

FAS 806, COOS COUNTY

TERMINI: Same as S-424(1).

NOTED
H. S. COX

NOTED
DON HARWELL

PROPOSED WORK: Place crushed stone surfacing.

NOTED
[illegible]

PROJECT LENGTH: 0.44 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$30,000	$18,000	$6,000	$6,000	(County)

EXISTING FACILITIES: Unsurfaced roadbed 40' in width.

NOTED
R. H. PRANGE

ADJACENT SECTIONS:
[redacted]/EAST END: 18' bituminous surface, 28' roadway.

[redacted]/WEST END: FAP 14

PROJECT DATA: Place a crushed stone surface 17" in depth and with a top width of 30' on a roadbed constructed under a previous FAS project, S-424(1), and also 600' of metal guard rail. The county will place a 22' oil mat with their own forces.

RIGHT OF WAY: 80' minimum
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: None required.
PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: See S-424(1).

NOTED
[illegible] JONES

[redacted]

VRJ:[redacted]

I-5-1(41) E. Grants Pass Interch.-Evans 1962
50 Cr. Sec., Pacific Hwy. (Road-
#6162 side Improve.)

RECEIVED
AUG 15 1963

FOR FILING
5-1(41)
6162

August 14, 1963.

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract #6162 awarded to Knight Pearcy for roadside improvement on the East Grants Pass Interchange-Evans Creek Section of Pacific Highway in Josephine-Jackson Counties was completed on November 2, 1962, and accepted by the Highway Commission on August 13, 1963.

Final payment, in the amount of $554.13 will be released to the contractor after August 21, 1963. The total contract amount is $5,546.66. No work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
AUG 14 1963
FOR FILING

[illegible]

6162

August 13, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed November 2, 1962, on Contract No. 6162. The contract was with Knight Pearcy and was for roadside improvement on the East Grants Pass Interchange-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 13, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

I-5-1(41)50

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 3, 1962

Section E. Grants Pass Int. - Evans Creek.

Kind of work Roadside Improvement

Highway Pacific County Josephine&Jackson

Section prefix 617-1053

Contractor Knight Pearcy

Contract number 6162

Date of contract August 16, 1962

Specified work days 20

Date work started October 17, 1962

Work days used 18

Project authorization $6,811.88

Exclusive of engineering $6,327.48

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering $5,852.00

Estimated per cent underrun 7.5 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $484.40

Engineering cost to date $440.00, 91.0 %

Date project was completed November 2nd., 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	Landscaping ~~GRADING~~	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
		100%				

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Subcontractor completed placing topsoil Monday of this week and did cleanup work on Tuesday.

Did not plant any trees or shrubs untill Wednesday of this week. Completed planting of trees, shrubs, staking and the placing of mulch material Friday afternoon.

Expect to present semi-final estimate November 10, 1962.

NOTED
R. L PORTER

NOV 5 1962

Signed E. Roberts

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING cu.yd.	Topsoil SURFACING cu.yd.	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	Trees&Shrubs PAVING each
Est. Workdays Remaining	0	0			0
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	340	470			380
Total quantities corrected to date	310	426			361
Estimated quantities moved or placed to date	310	426			361
Average daily quantities (Past Week)	None	30			32
Average daily quantities necessary to complete project on-time	None	None			None
Number shifts per day		1			1
Hours per shift		8			8
Average force on project for week		2			4

Men 2

Supervision 2

Men and trucks under 3 tons 2

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., Backhoe 1, Truck 2. ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Foggy		
Monday	Foggy		
Tuesday	Foggy		
Wednesday	Foggy		
Thursday	Foggy		
Friday	Foggy		
Saturday			

PROJECT COMPLETED

RECEIVED
OCT 11 1962
FOR FILING

6162

October 11, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Grants Pass Interchange-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties, Contract No. 6162, in connection with Federal-Aid Project No. I-5-1(41)50.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

Amend't 6162

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
OCT 1 1962
FOR FILING

MONETARY TRANSACTION NO. 13	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Josephine & Jackson
		PROJECT NO. I-5-1(41)50

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 99, E. Grants Pass to Evans Creek

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-16-62	0.00
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,660.00	$ 6,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. L. Porter
Asst State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~By~~ XX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
Administrative Manager

Date executed by Division Engineer September 25, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal Aid
Project No. I-5-1(41)50

E. GRANTS PASS INTERCHANGE-EVANS CREEK SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE AND JACKSON COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 29, 1962

Type Code Y005
Roadside Improvement (Sta. 184+00 to Sta. 398+00)(Contract 6162)

General Excavation, Unclassified	340 cu.yds.	$ 2.00	$ 680.00
Furnishing and Placing Topsoil	470 cu.yds.	4.50	2,115.00
Furnishing and Planting Trees	220 only	10.00	2,200.00
Furnishing and Planting Shrubs	160 only	4.00	640.00
Inorganic Fertilizer, 10-16-8	4 cwt.	5.00	20.00
Manure Fertilizer	15 cu.yds.	7.00	105.00
Mulch Material	13 units	15.00	195.00
			$5,955.00
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
	Subtotal		$6,055.00
	10% Engr. & Cont.		605.00
	Total		$6,660.00

Length of Project - - - - 0.00 Mile

Federal Funds -	$6,100.00
State Funds -	560.00
	$6,660.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds For Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(41)50

E. GRANTS PASS INTERCHANGE-EVANS CREEK SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE AND JACKSON COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 11, 1962

Type Code Y005
Roadside Improvement (Sta. 184+00 to Sta. 398+00)

General Excavation, Unclassified	340 cu.yds.	$ 1.25	$ 425.00
Furnishing and Placing Topsoil	470 cu.yds.	2.50	1,175.00
Furnishing and Planting Trees	220 only	7.50	1,650.00
Furnishing and Planting Shrubs	160 only	3.50	560.00
Inorganic Fertilizer, 10-16-8	4 cwt.	6.50	26.00
Manure Fertilizer	15 cu.yds.	6.00	90.00
Mulch Material	13 units	15.00	195.00
			$4,121.00
Flagging (57½% of Contractor's Cost)	All Required		100.00
	Subtotal		$4,221.00
	10% Engr. & Cont.		422.00
	Total		$4,643.00

Length of Project - - - - 0.00 Mile

Federal Funds -	$4,200.00
State Funds -	443.00
	$4,643.00

RECEIVED
AUG 21 1962
FOR FILING

I-5-1(41)50
6162

477 Cottage Street N.E.
Salem, Oregon

August 16, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-1(41)50, East Grants Pass Interchange-
Evans Creek Section, Pacific Highway

As requested in your letter of today, we hereby concur as of this date in award of contract No. 6162 for the above project to Knight Pearcy Nursery of Salem, Oregon, low bidder in the amount of $5,955.00 at the August 8, 1962 bid opening.

original to Young
8-21 62

NOTED
R. L. PORTER

RECEIVED
SEP 13 1962
FOR FILING

6162

August 16, 1962

Knight Pearcy Nursery
P. O. Box 12
Salem, Oregon

Gentlemen:

The State Highway Commission on August 9, 1962, accepted your proposal, which was received on August 8, 1962, for roadside improvement on E. Grants Pass Interchange-Evans Creek Section of Pacific Highway in Josephine and Jackson Counties for the sum of $5,955.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6162. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms our telephone call to you of this date.

Very truly yours,

Floyd Query jmc
Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Pacific Builder & Engineer, Inc.
1945 Yale Place North
Seattle 2, Washington
Attention: Dorothy McCormack

Daily Journal of Commerce
P. O. Box 932
Portland, Oregon
Attention: News Room

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Frank Morgan
L. H. Young
R. G. Savage
Mark Astrup

fkn

NOTED
J. Mc C.

RECEIVED
AUG [illegible] 1962
FOR FILING

FORM NO. 21 [illegible]
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

I-5-1(41)50

6-2

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 15, 1962

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

SUBJECT: Oregon Project I-5-1(41)50, East Grants Pass Interchange - Evans Creek Section of the Pacific Highway (Roadside Improvement)

Your letter of August 9, 1962 requested our concurrence in award of contract for the above project on the basis of the low bid received at the August 8, 1962 opening.

As it is apparent the engineer's estimate did not fully consider the size of the job and its related meager unit quantities, we are authorized to concur in award to the low bidder as requested. Upon receipt of the award date desired we will give our formal concurrence.

NOTED
R. L PORTER

8-16-62
copy sent to
Mr Young
HHD

RECEIVED
AUG 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
AUG 16 1962

FOR FILING

I-5-1(41)50

August 9, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Roadside Improvement
East Grants Pass Interchange-
Evans Creek Section, Pacific Highway
FAP No. I-5-1(41)50

Bids were received August 8 on the small roadside improvement project on the East Grants Pass Interchange-Evans Creek Section of the Pacific Highway in Jackson and Josephine Counties. The State's estimate was $4,121. Three bids were received on this project, as follows:

Knight Pearcy Nursery	$5,955.00
Solomon Aichele	5,977.00
E. P. Baltz & Son	7,433.00

The low bid is 44 per cent above our estimate. These three concerns are the parties that do most of our landscaping work. While the difference in percentage is large, the actual money difference is only $1,834. We cannot anticipate any better bid on a re-bid of this project, and we would also be faced with the cost of readvertising and further handling, which would eat up most of the difference between the bid and our estimate.

We have gone back over our estimates and we are of the opinion that they did not fully consider the size of the job nor the costs that would be involved which would necessarily be applied to the meager unit quantity required. The excavation is only 340 cubic yards and the placing of top soil, 470 cubic yards. This is spread out over fifteen locations and each location is below 100 cubic yards. In addition to this, one of these areas has now been fenced and the contractor must either work around this fence or take it down and replace it after the landscape work is complete. The trees and shrubs called for in this contract are from five to seven feet high, whereas, the usual trees and shrubs in landscape contracts are from three to four feet high. A considerable portion of the overrun of our estimate comes from these four items--excavation, top soil, and the furnishing and planting of trees and shrubs.

It would be appreciated if you would examine this and if you agree with us that it is to the interest of all parties to award the contract to the low bidder, grant us your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

GSP:ms

cc Mr. G. S. Paxson

RECEIVED
JUL 19 1962

FOR FILING
I-5-1(41)50
[illegible]

477 Cottage Street, N.E.
Salem, Oregon

July 17, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-1(41)50

We have approved, as of this date, the P. S. and E. documents for the Roadside Improvement of the E. Grants Pass Interchange-Evans Creek Section, Pacific Highway, Jackson and Josephine counties.

This is to authorize your advertising for bids.

As indicated in Mr. Wright's July 13, 1962 letter, all rights-of-way and rights-of-entry for this project have been acquired.

original To Young
7-18-62

NOTED
R. L. PORTER

I-5-3(40) Cottage Grove-Divide Sec., 1962
169 Pacific Hwy. (Pave., 5 Struc.,
#6163 & Sign.)

RECEIVED
MAY 17 1968

FORM 2-1[illegible]
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

1168

May 15, 1968

Mr. Maynard Wilson
Attorney at Law
11 South Sixth Street
Cottage Grove, Oregon 97424

Attention: Jon H. Paauwe

Re: State Highway Contract No. 6163

Gentlemen:

I am sorry for the delay in replying to your letter of April 18th. Time has not permitted our attention to office correspondence due to the fact that our staff has been heavily engaged in court. You may have heard of our beach cases and the Astoria Bridge case.

The information we have been able to develop is to the effect that Warren Northwest, Inc., P. O. Box 20337, Portland, Oregon 97220, was the prime contractor on the above highway contract. The Resident Engineer on the job was Gerry Worth.

We are unable to determine from the records in this office the quantity of work which was performed by subcontractor Henry H. Miller.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:ks

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
APR 26 1968

I-5-3(40)

1.1.1

Salem, Oregon
April 25, 1968

Contract No. 6163
Cottage Grove-Divide Section
Pacific Highway
Lane County

Mr. George E. Rohde
Chief Counsel

Building

Attention: D. H. Moehring,
Right of Way Engineer

Reference is made to your letter of April 22 on behalf of Jon H. Paauwe, of Maynard Wilson Attorneys, requesting certain information regarding Contract 6163.

The Resident Engineer on this job was Gerry Worth. The prime contractor was Warren Northwest, Inc., P. O. Box 20337, Portland, Oregon 97220.

From the records we have in the Salem office, we are unable to determine the quantity of work which was performed by subcontractor Henry H. Miller. For this division of work, the attorneys should contact the Resident Engineer on the project.

L. H. Young
Office Engineer

LHY:la

Warren Northwest, Inc.
P.O. Box 25[illegible]7
Portland [illegible]

Salem Oregon
April 23 1968

Mr. [illegible] Strong
Office Engineer

The letting the job (6163) Mr. Rhodes is inquiring about is Cottage Grove-Devids. The Resident Engineer was Gerry Worth. The prime Contractor was Warren North West.

I have examined the final estimate and the data for this job and it is impossible for me to determine the borrow quantity in question since there was no pay for borrow as such. I suggest he get in touch with the Resident Engineer.

Fred Boehme
Final Estimate Engineer

REFERRED
TO McK
FOR ~~Assignation~~
G. E. ROHDE
reply

MAYNARD WILSON
ATTORNEY AT LAW
11 South Sixth Street
COTTAGE GROVE, OREGON 97424

JON H. PAAUWE
Associate

PHONE 942-2123

April 18, 1968

RECEIVED
APR [illegible] 1968
LEGAL & RIGHT OF WAY

REFERRED
TO Dave Mathring
FOR F. C. McKinney

Can we get any thing other than the prime contractors name?
Thanks
Frank

Mr. Rhode
Legal Department
Highway Department Building
Salem, Oregon

Dear Mr. Rhode:

We would like certain information concerning Job Number 6163, approximately 6 miles South of Cottage Grove, in the latter part of 1962. Our client Mr. Robert W. Bruner, claims that certain fill dirt was taken, by agreement, from his land for which he was not paid. The sub contractor with whom this contract was made was Henry H. Miller Contractor, Inc.

The information we would require is who was the prime contractor and how much fill dirt was supplied by Henry H. Miller Contractor.

Thank you very much for your cooperation.

Very truly yours,

Jon H. Paauwe, by BL
JON H. PAAUWE

JHP/bl

RECEIVED
APR 22 1968
RIGHT OF WAY

RECEIVED
APR 26 1965
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

April 21, 1965

08-35.5

By: L. R. Backlund
Administrative Manager

Original signed by
L. R. Backlund
Admin. Manager

A. W. Parsons, Division Engineer
Salem, Oregon

Federal-aid Project No. I-5-3(40)169

Voucher No. 12, Semi-final

The referenced voucher has been approved for payment in the amount of $51,725.49 as submitted.

[illegible] 4-26-65

REFERRED TO
Young
Date: 4/26/65 By:
For:

Due Date:

Orig to Mason
4-26-65

RECEIVED
APR 21 1965
FOR FILING

April 20, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are sending three copies of semifinal voucher for the Cottage Grove-Divide Section, Federal-aid Project No. I-5-3(40)169 in the amount of $51,725.49.

This voucher was submitted previously in the amount of $56,725.49 but was returned unpaid due to a possible subcontract between L. A. Morgan Trucking Co. and Warren Northwest, prime contractor, which had not been resolved. We have reduced this voucher by our usual $5,000 re-tent which should allow you to take the necessary steps to pass the balance for payment.

An opinion from the State's Legal Department along with a reply from Mr. G. L. Decker, Asst. Construction Engineer, was forwarded to you September 15, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

FM:mb

RECEI
SEP 28 1964
FO [illegible]

Salem, Oregon
September 25, 1964

Your Letter - September 22
Vouchers Returned by BPR

Mr. R. L. Porter
Deputy State Highway Engineer

As regards Cottage Grove-Divide Section, I-5-3(40)169, this involved a possible subcontracting of hauling which has been investigated and an interpretation made by our Legal Division. The Legal Division's stand is that the lease arrangement under which the alleged subcontractor handled the work was a bona fide lease and not a subcontract. This information has been given the BPR who, at this time, are pondering the meaning of our transmittal to them.

In regard to the West John Day River projects, I-80N-3(26)112 and I-80N-4(5)112, having to do with bridge deck grinding, this project has been cleared with the Bureau. We expect to receive copies of acceptance within the next few days, after which the project will be revouchered.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper

Salem, Oregon
September 22, 1964

Mr. Lloyd P. Shaw
Assistant State Highway Engineer

OFFICE

Early in August, the Bureau of Public Roads returned three final vouchers to this Department and stated that they were not acceptable for various reasons.

One was the Cottage Grove-Divide Section, I-5-3(40)169, upon which the BPR raised some subcontracting question. I understand that this may be resolved but I have no specific information to this effect. Please advise.

The Bureau also returned vouchers on the West John Day River Interchange Structure, Project No. I-80N-3(26)112, and the John Day River Bridge Section, Project No. I-80N-4(5)112, stating that the bridge deck patching or grinding must be done before the projects can be accepted. I have since been advised that in fact, the bridge deck does not need any further treatment and that the vouchers should be resubmitted. Please advise if this has been done.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

NOTED
R. L. PORTER

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 12, 1964

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Final Voucher Submission

Shaw
See me please RLP

We are returning the final vouchers submitted with your letter of August 7, 1964 on the following projects:

I-5-3(40)169	Cottage Grove - Divide Section	$56,594.64
I-80N-3(26)112	West John Day River Interchange Structure	2,948.72
I-80N-4(5)112	John Day River Bridge Section	63,749.55

These vouchers are being returned since the projects have not been accepted by the Bureau of Public Roads. On Project I-5-3(40)169, Cottage Grove - Divide Section, the question of a possible subcontract between L. A. Morgan Trucking Co. and Warren Northwest, prime contractor, has not been resolved. We refer to our Inspection-in-depth Report made August 20 and 21, 1963 and our Inspection Reports Nos. 12, 13, and 14. In addition, the Area Engineer contacted Highway Department personnel February 24, 1964 regarding this and no action has been taken since that time that we are aware of. On the other two projects, we refer to our Inspection Report made January 9, 1964 concerning the bumps on the bridge deck over the piers and the indication that the repairs would be made by the State. The Area Engineer advises the project has not yet been accepted since the necessary repairs have not been made, to our knowledge.

We are somewhat concerned about your present billing procedure and the lack of check to determine that all necessary action has been taken before the final voucher is submitted. There have been several vouchers submitted recently, as well as in the past, that have been held or returned due to failure to perform certain actions which would permit acceptance by the Bureau. On another occasion, negotiations were being made with the contractor regarding an overpayment, at the same time that the final voucher was submitted, and credit to the Bureau was not given for the subsequent repayment made by the contractor. We recommend that a procedure be initiated that clearance from all departments concerned be received before submission of the final voucher.

RECEIVED
AUG 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 21 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 15, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Cottage Grove-Divide Section
Pacific Highway
Contract No. 6163
Federal I-5-3(40)169

Dear Sir:

Some question has existed on whether an Equipment Lease Agreement between L. A. Morgan and Warren Northwest, Inc., prime contractor on the subject project, might, in reality, be a sub-contract.

A copy of the Agreement is attached along with an opinion from our Legal Department which establishes the document to be a bona fide equipment lease. We trust this will resolve the question on this matter and clear the final voucher for payment.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm

Attachments

cc: L. P. Shaw
L. H. Young

RECEIVED
SEP 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-50 50M 3-61 34307

CONSTRUCTION DIVISION
RECEIVED
SEP 1 1964
NOTED ☐ ☐ ☐ ☐ ☐
CE ACC REF CCE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1964

SUBJECT: Equipment Lease
Cottage Grove-Divide Section
Pacific Highway
Warren Northwest, Inc.,
Contract No. 6163

To: F. D. Morgan
Construction Engineer

Attention: Maurice Juve

You have asked for our opinion as to whether the arrangement between the contractor and one L. A. Morgan, on the above project, was in reality a subcontract although formalized by a document entitled "Equipment Lease." We have examined the document in question, dated June 4, 1963; based upon that instrument and other available information, we have concluded that the arrangement is what it purports to be, an equipment lease, and is not a subcontract.

A subcontractor, generally speaking, is one who undertakes to perform some part of the work required by the original contract. In this instance, it appears that the lessor, Morgan, is not obligated by the agreement in question to perform any work, under the original contract or otherwise. The lessor has undertaken only to furnish designated equipment, and to perform certain incidental obligations with respect to servicing and maintaining the equipment, providing insurance, etc.

It appears to be contemplated that the designated rental rates shall include the cost of operators for the equipment, together with their payroll taxes, insurance, health and welfare, etc.

The agreement also seems to contemplate that the lessee, Warren Northwest Inc., may advance or pay certain operating and maintenance costs, including labor costs, but that such advances shall be deducted from the rental payments to the lessor.

Under item 6 of the agreement, entitled "Insurance", it is provided that the lessee shall not be liable for damage to the equipment "...Whether or not such loss or damage is a result of the negligence of Lessee's truck driver employees ...." This raises a question whether perhaps the operators furnished by the lessor are to be carried on the lessee's payroll, with the cost to be deducted from the rental rates. This would not, however, appear to be particularly significant with respect to the question of whether this is a subcontract.

There is nothing particularly unusual about equipment rental arrangements where the owner of the equipment agrees to furnish operators with the equipment.

We understand the principle question regarding this arrangement to have arisen from item Number 2 of the agreement, entitled "Rental Rates." This provides for rental payments on the basis of unit rates, applied to the quantity of materials moved by the leased equipment. Since this method of determining compensation is also commonly found in subcontracts, while an hourly or other time basis is more common in equipment leases, it was, we understand, the subject of some discussion whether this agreement was actually a subcontract.

The nature of the obligations undertaken by the respective parties to this agreement is such as to indicate that it is not a subcontract, but is a true equipment lease. The fact that the measure of compensation is determined on unit rates, rather than on a time or other basis, is not, in our opinion, sufficient to convert what is otherwise an equipment lease into a subcontract.

An analogy might be found in the frequent practice, where real property is leased for use in a mercantile venture, to fix all or part of the rental as a percentage of the lessee's gross or net revenues from the business conducted on the property. Certainly, this method of determining the rent is not, in and of itself, sufficient to give the lessor any particular status in relation to the lessee's business such as a joint adventurer, silent partner, or otherwise. The lessor would have no control over the conduct of the lessee's business, in the absence of some entirely separate provision or agreement.

In the present case, it does not appear that the lessor, Morgan, was given any control over the manner of performing any work under the original contract. So far as it appears from the instrument, the lessee, Warren Northwest Inc., was to have full control over the manner in which the equipment was used. This view is given some support by item 8 of the agreement, entitled "Inspection", which provides that before the equipment is delivered to the jobsite, the lessee may require an inspection of the equipment to determine whether it is in a satisfactory condition to perform the work. If Morgan were a subcontractor, in the usual sense of the word, the suitability of the equipment would appear to be subject to his determination.

At a conference regarding this matter held sometime ago, it is believed there was some mention made that the owner of the equipment, L. A. Morgan, was personally present on the jobsite. His capacity at that time was not clear. It is conceivable that Mr. Morgan's status and activities might have been such as to indicate a subcontract. If, for example, the actual practice in the field was for Morgan to direct the manner of hauling and placing of the materials to be moved by this equipment, than perhaps a "de facto" subcontract might be found.

However, no such facts are known at the present time, and in the absence of any evidence to the contrary, it must be assumed that the parties conducted themselves in accordance with the written instrument which, on its face, appears to be a bonafide equipment lease rather than a subcontract.

L. I. LINDAS
Chief Counsel

By Alan H. Johansen
ALAN H. JOHANSEN
Staff Attorney

AHJ:ep
cc: L. I. Lindas

EQUIPMENT LEASE

THIS INDENTURE OF EQUIPMENT LEASE, made this 4th day of June 1963, by and between L. A. Morgan (An Individual), 13719 S. E. Clay Street, Portland, Oregon, hereinafter called "Lessor", and WARREN NORTHWEST, INC., P. O. Box 7675, Portland 20, Oregon, hereinafter called "Lessee",

WITNESSETH:

WHEREAS, Lessee has a contract to perform certain work for the Oregon State Highway Department, Contract No. 6163, for the Gottage Grove-Divide Section of the Pacific Highway (U. S. 99); and

WHEREAS, Lessor desires to lease to Lessee certain equipment for use in connection with the work to be performed by Lessee under said contract;

NOW, THEREFORE, it is agreed as follows:

1. EQUIPMENT RENTAL.

Lessor hereby leases to Lessee the following equipment, subject to the terms and conditions of this Lease:

4 Tractors - Heavy Duty Gas

4 End Dump Trailers approximately 22 Ton capacity

2 End Dump Trucks - wheelers

Lessee shall use the above equipment to perform certain items of work as hereinafter set forth, required of Lessee under its contract with the Oregon State Highway Department.

2. RENTAL RATES.

Lessee shall pay to Lessor for the rental of said equipment (fully operated) the unit rates as follows, which unit rates incluse all costs of operation including the cost of operator, repairs, servicing, equipment payments on truck and trailers, payroll taxes, insurance, health and welfare, and all other costs incident to operating said equipment. Said rental payments shall be determined by and limited to the production of said equipment in the performance of the work:

EQUIPMENT LEASE

THIS INDENTURE OF EQUIPMENT LEASE, made this 4TH day of June 1963, by and between L. A. Morgan (An Individual), 13719 S. E. Clay Street, Portland, Oregon, hereinafter called "Lessor", and WARREN NORTHWEST, INC., P. O. Box 7675, Portland 20, Oregon, hereinafter called "Lessee",

WITNESSETH:

WHEREAS, Lessee has a contract to perform certain work for the Oregon State Highway Department, Contract No. 6163, for the Cottage Grove-Divide Section of the Pacific Highway (U. S. 99); and

WHEREAS, Lessor desires to lease to Lessee certain equipment for use in connection with the work to be performed by Lessee under said contract;

NOW, THEREFORE, it is agreed as follows:

1. EQUIPMENT RENTAL.

Lessor hereby leases to Lessee the following equipment, subject to the terms and conditions of this Lease:

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2. RENTAL RATES.

Lessee shall pay to Lessor for the rental of said equipment (fully operated) the unit rates as follows, which unit rates incluse all costs of operation including the cost of operator, repairs, servicing, equipment payments on truck and trailers, payroll taxes, insurance, health and welfare, and all other costs incident to operating said equipment. Said rental payments shall be determined by and limited to the production of said equipment in the performance of the work:

1516.53

6. 516.37 [illegible] 4950

For use in hauling the bituminous mixtures from the asphalt plant located at gravel pit approximately one half mile east of the Cottage Grove Interchange to the Cottage Grove - Divide project for laying, the following rates will apply.

Item Nos.	Description	Est. Quant.	Unit	Unit Rates	Est. Rental Based on Unit Rates
35	Plant Mix, Bituminous Base	16,800	Tons	$.37	$ 6,216.00
38	Asphaltic Concrete Mixture	45,000	Tons	.37	16,650.00
				Total	$22,866.00

For use in hauling the 3/4"-0" Material in binder from the stockpile site located at the gravel pit approximately one half mile east of the Cottage Grove Interchange to the Cottage Grove-Divide project for placing, the following rates will apply.

Item Nos.	Description	Est. Quant.	Unit	Unit Rates	Est. Rental Based on Unit Rates
41	3/4"-0" Matl. in Binder	150	C.Y.	1.25C.Y.	$ 187.50
42	Furnish & Place Aggregates	830	C.Y.	1.25C.Y.	1,037.50
				Total	$1,225.00

3.OPERATION AND MAINTENANCE.

All operating costs, including cost of operator, repairs, servicing, equipment payments on truck and trailers, payroll taxes, insurance, health and welfare, and all other costs incident to operating said equipment, shall be included in said rental rates. To the extnet that Lessee advances or pays any of said costs, such amounts shall be deducted from the rental payments to become due from Lessee to Lessor, as provided in paragraph 5.

4. RENTAL PERIOD.

The rental period shall commence immediately and continue during the period of time Lessee requires the equipment to complete the work required of it under its contract with the State Highway Department as directed by the Oregon State Highway Engineer.

5. RENTAL PAYMENTS.

The Lessor shall receive partial payments based on the quantities shown on the monthly Progress Estimates less retainage. Payment shall be forthcoming within ten days after payment is received from the Oregon State Highway Department by the Lessee.

[illegible]

The Lessor shall provide and maintain in full force and effect during the period of the Rental Agreement insurance (including but not limited to insurance covering the operation of automobiles, trucks and other equipment) in a company satisfactory to the Lessee protecting the Lessor and the Lessee against liability from damage and injuries including death, and liability from damage to porperty arising from and growing out of the operation of the equipment in connection with the performance of this Rental Agreement.

Lessee shall not be liable for any loss or damage to the equipment caused by fire, the elements or other casualty, whether or not such loss or damage is a result of the negligence of Lessee's truck driver employees, it being understood that the consideration for this rental encompasses this item. Lessor shall carry fire and extended coverage insurance on the equipment endorsed to show that the right of recovery against Lessee has been waived by the usual Subropation Waiver Rider.

The Lessor shall furnish the Lessee with certificates evidencing that such insurance is provided and in full force and effect before starting work and at any othertime when requested by the Lessee. All of said certificates shall set forth on the face thereof contractual coverage as required herein. No amendment or cancellation of any of said policies shall be effective until after ten days notice in writing to the Lessee.

7. INDEMNITY CLAUSE.

The Lessor shall infemnify the Lessee and the owner against and save them harmless from any and all loss, damage, cost, expense and attorney's fees suffered or incurred during the period of the Rental Agreement, as a result of breach of this agreement or any of its terms, covenants or conditions by Lessor.

8. INSPECTION.

Before the equipment is loaded for transit to the jobsite, Lessee may require an inspection thereof to determine if the equipment is in condition satisfactory and adequate to perform the work herein referred to.

Title to the equipment shall at all times remain in the Lessor. The Lessee shall give the Lessor immediate notice in case any equipment is levied upon or for any cause becomes liable to seizure.

10. SUB-LETTING.

No equipment shall be sub-let by the Lessee nor shall he assign or transfer any interest in this Agreement without written consent of the Lessor.

11. Lessor and Lessee for themselves, their heirs, personal representatives, executors, administrators, succussors and assigns, as the case may be, hereby agree to the full performance of all the terms, conditions and covenants of this agreement.

IN WITNESS WHEREOF, the parties have executed this agreement the day and year firs above written.

L. A. MORGAN (An Individual), Lessor.

L. A. Morgan

WARREN NORTHWEST, INC., Lessee

R. E. Bitter
PRESIDENT

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER

WEEK ENDING: August 16, 1964

SECTION: Cottage Grove - Divide

SECTION PREFIX: 620-1088-900

HIGHWAY: Pacific

COUNTY: Lane

NAME OF JOB: Cottage Grove - Divide

KIND OF WORK: Paving, Structures and Signing

CONTRACTOR: Warren Northwest

CONTRACT NUMBER: 6163

FEDERAL AID PROJECT NUMBER: I-5-3(140)69

DATE OF CONTRACT: August 16, 1962

DATE WORK STARTED: September 4, 1962

ESTIMATED COMPLETION DATE: completed except engineering

AVERAGE FORCE ON PROJECT FOR THE WEEK.

MEN: 0 SUPERVISION:

SPECIFIED completion September 30, 1963

WORK DAYS USED

PROJECT AUTHORIZATION: $ 1,351,607.39

EXCLUSIVE OF ENGINEERING: $ 1,255,493.09

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,193,589.46

ESTIMATED PERCENT: UNDERRUN 4.03 %

ENGINEERING AUTHORIZATION $ 96,114.30

ENGINEERING COST TO DATE $ 112,179.46

PERCENT OF AUTHORIZATION 116.4 %

PERCENT OF TIME ELAPSED 114

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

DATE PROJECT WAS COMPLETED: November 26, 1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.9	6.34		1.5	6.34
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.9	6.34		1.5	6.34
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	completed			completed	
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear, Warm		
MONDAY	Clear, Warm		NOTED
TUESDAY	Overcast, Warm		JOHN R. OAKES
WEDNESDAY	Broken Clouds, Warm		AUG 17 1964
THURSDAY	Broken Clouds, Warm		
FRIDAY	Clear		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Field Crew worked two days this week setting monuments and bench marks.

SIGNED Geary H. Worth

ADDRESS Eugene, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

FORM E-30 80M 12-63 54676

6163

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1964

SUBJECT: Sign Discoloration
Yoncalla-Rice Hill Sec. No. 6122
Judkins Point-Cottage Grove No. 6093
Cottage Grove-Divide No. 6163
Pacific Highway

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon

We have received a recommendation from Reichhold Chemicals, Inc., 2027 N. E. Alameda Street, Portland, for the painting of the backs of the plywood signs on these projects to restore the non-reflective black color as specified. The recommendation is:

1. Wash sign back with Xylol solvent to remove road dirt or accumulation of foreign material.

2. Roller coat one coat of Sherwin-Williams Industrial Kem-Lustral Enamel, Flat Black F 65 B 2 in accordance with manufacturer's instructions.

3. Allow at least 4 hours and preferably 12 - 16 hours dry time before roll coating second coat.

4. Several days of favorable weather conditions should be allowed before paint is applied. Surface must be clean and dry before painting.

This method of correcing the discoloration is acceptable to this office and verbally approved by the Traffic Division and the Bureau of Public Roads. We suggest that you allow the contractor to do this work provided that there is no cost to the State, and further provided that replacement of signs will be made if the signs again discolor within the guarantee period.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. [illegible]

G. L. Decker
Assistant Construction Engineer

CHB:fp
cc A. W. Parsons
Lloyd Shaw
Tom Edwards
F. B. Crandall
Ivan Merchant
John Hagedorn
Geary Worth
Ellis Jones

RECEIVED
MAR 5 - 1964
FOR FILING

March 4, 1964

Federal Insurance Co.,
Bonding Department
417 Norton Bldg.,
Seattle 4, Washington

Gentlemen:

Contract #6163 awarded to Warren Northwest, Inc., for paving-structures-signing the Cottage Grove-Divide Section of Pacific Highway in Lane County, was completed November 26, 1963, and accepted by the Highway Commission on March 3, 1964.

Final payment, in the amount of $59,829.78 will be released to the contractor after March 11, 1964. The total contract amount is $1,183,972.55 including $14,401.59 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland 4, Oregon

cc: Warren Northwest, Inc.,
P. O. Box 5072
Portland 13, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
MAR 4 - 1964

FOR FILING

6163

March 3, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed November 26, 1963 on Contract No. 6163. The contract was with Warren Northwest, Inc., and was for paving, structures, and signing on the Cottage Grove-Divide Section of the Pacific Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 3, 1964, and that you concur in this procedure at the Commission meeting on March 12.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

RECEIVED
JAN 31 1964

6163

January 30, 1964

Warren Northwest, Inc.,
P. O. Box 5072
Portland 13
Oregon

Contract #6163

Gentlemen:

The State Highway Commission, at its meeting on January 30, 1964, discussed with the Engineer your request for an increase in the completion date from September 30, 1963, to December 15, 1963, within which to complete the paving-structures-signing on the Cottage Grove-Divide Section of Pacific Highway in Lane County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission revised the completion date to November 26, 1963, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: L. R. Chandler
Geary Worth
Frank Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
JAN 20 1964

FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 16, 1964

Southern Pacific Company
324 Union Station
Portland, Oregon 97209

Attention: Mr. A. W. Kilborn

RE: Barricades at Abandoned Railroad Crossings
Cottage Grove-Divide Section
Pacific Highway - Lane County
Contract No. 6163
Your File: 322

Gentlemen:

NOTED
L. PORTER

This is in reply to your letter of December 12, 1963 in which you ask if the State has installed barricades at the private road crossings which were to be abandoned upon completion of our highway construction in this area.

This is to advise you that these barricades have been installed and the private crossings have now been abandoned as requested in your letter to Mr. Porter dated April 8, 1963.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:fp
cc R. L. Porter
Lloyd Shaw
L. R. Chandler

RECEIVED
JAN 17 1964

FOR FILING

I-5-3(4)[illegible]

6163

RECEIVED
JAN 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

CON RSB 199 1-15-64 2 53

B L DECKER

THE PRIVATE RR X'INGS NEAR DIVIDE HAVE BEEN BARRICADED OFF AS REQUESTED BY S.P.

RULIEN
LF :,.

NOTED
LLOYD P. SHAW

January 9, 1964

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Mr. Kilborn:

Reference is made to your letter of December 12 in which you requested to be advised if the State had installed barricades at certain points on the Cottage Grove-Divide Section of Interstate 5 in Lane County.

Contact with the Division office, January 9, disclosed that barricades have not been placed at this time, but the Division expects to complete this assignment in the near future.

I am requesting L. R. Chandler, Division Engineer, to advise you through Mr. Litchfield, Utilities Liaison Engineer, when the work is completed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
L. R. Chandler
T. W. Litchfield

8-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO

December 12, 1963

322

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

Please answer

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem 10, Ore.

Dear Sir:

Acknowledge your letter of Dec. 4 advising that work was completed Nov. 26, 1963 on the Cottage Grove-Divide Section in Lane County, State Highway Contract No. 6163 with Warren Northwest, Inc., contractor.

Please advise if the State has installed barricades at private road crossings that were to be abandoned upon completion of highway work in this area as outlined in our letter of April 8, 1963, to Mr. R. L. Porter. It will be necessary for us to cancel our agreements with these people for private road crossings on the balance of our right of way.

Yours truly,

A W Kilborn

[illegible] TO
LLOYD R. [illegible]

RECEIVED
DEC 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 1 [illegible] 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 31 1963

FOR FILING

[illegible]

December 31, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 2
January 30, 1964 Meeting

Gentlemen:

We have received a request for an extension of time from Warren Northwest, Inc., contractor on the Cottage Grove-Divide paving project on the Pacific Highway in Lane County. This project, Contract No. 6163, had a specified completion date of September 30, 1963.

At the time of award of this contract, the grading was being done under a separate contract. It was noted in the contract specifications that it was anticipated that the grading would be completed by October 31, 1962. The grading contract was not actually completed until September 11, 1963, almost a year after the anticipated date.

The paving contractor, by making almost daily changes in his plan and schedule of operation, completed the project on November 26, 1963. Throughout the period of work, the paving contractor has been most cooperative with both the State and the grading contractor. No claim for extra compensation has been made by the paving contractor because of delays caused by the noncompletion of the grading.

It is recommended that the specified completion date be revised to November 26, 1963, which will eliminate liquidated damage charges on the project. The Bureau of Public Roads concurs in this recommendation.

This matter will be presented to you at the January 30, 1964 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:fp bbc

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

December 26, 1963

Original signed by
G. R. Brooks
Dist. Engineer

By:
G. R. Brooks
Acting Division Engineer

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

Time Extension
Oregon Project I-5-3(40)169
Cottage Grove-Divide Section
Pacific Freeway

We have received and reviewed your request for concurrence in extension of time from September 30, 1963 to November 26, 1963.

In addition to the reasons stated, it is our understanding that the grading contractor in question was charged liquidated damages of 8 days and granted a time extension of 27 days for a total of 35 days over his contract time.

Therefore, we concur with your recommendation as requested.

original to Morgan
12-30-63

NOTED
LLOYD P. SHAW

December 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Time Extension
Cottage Grove-Divide Section
Pacific Highway
Project No. I-5-3(40)169

Dear Sir:

We have received a request from Warren Northwest, Inc., contractor on this project, for an extension of time in which to complete the project without the assessment of liquidated damages.

While the quantities included a small amount of general excavation, this was primarily a surfacing project. Date of award was August 16, 1962, with September 30, 1963 set as a specified completion date.

The special provisions carried a notation to the effect that grading being done under separate contract was expected, but not guaranteed, to be completed by October 31, 1962. Noncompletion by the grading contractor would not relieve this contractor from obligations to complete all specified work; neither would it entitle him to extra compensation. The grading contractor did not complete his work until September 11, 1963.

Warren Northwest produced the required sizes of rock for the project from December, 1962 to June, 1963 and could have readily started paving operations by June 1, 1963. However, the grading contractor had not finished any grade for receiving rock until late July, 1963. Paving was started July 31, 1963, the earliest possible date.

The late finishing by the grading contractor required many alterations in scheduling and planning on the part of Warren

Northwest. Full cooperation by the contractor in this respect made it possible to utilize portions of the grade as they were finished, and to open the section to traffic in October with completion of all items on November 26, 1963. No claim for extra compensation has been made.

We recommend the specified completion date be revised to November 26, 1963, which will eliminate liquidated damage charges. Your concurrence in this recommendation is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

CHB:fp: ajw

FORM E-30 50M 3-63 69607

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1963

SUBJECT: Cottage Grove-Divide Section
Pacific Highway
Contract No. 6163

To:
Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached is a request from Warren Northwest, contractor on this project, for an extension of completion date to December 15, 1963.

This project, while the quantities included a small amount of General Excavation, was primarily a surfacing project. Date of award was August 16, 1962, with September 30, 1963 set as a specified completion date.

The special provisions carried a notation to the effect that grading being done under separate contract was expected, but not guaranteed, to be completed by October 31, 1962. Non-completion by the grading contractor would not relieve this contractor from obligations to complete all specified work. Neither would it entitle him to extra compensation. The grading contractor did not complete his work until September 11, 1963.

Warran Northwest produced the required sizes of rock for the project from December, 1962 to June of 1963 and could have readily started paving operations by June 1, 1963. However, the grading contractor had not finished any grade for receiving rock until late July of 1963. Paving was started July 31, 1963, the earliest possible date.

The late finishing by the grading contractor required many alterations in scheduling and planning on the part of Warren Northwest. Full cooperation by the contractor in this respect made it possible to utilize portions of the grade as they were finished, and toopen the section to traffic in October with completion of all items on November 26, 1963. No claim for extra compensation has been made.

We recommend the specified completion date on this project be revised to November 26, 1963 which will relieve the contractor of liquidated damage charges. Mr. Grafe of the BPR concurs in this recommendation. Rough drafts of suggested letter to the BPR and the Commission are attached.

RECEIVED
DEC 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:fp
Enc.
cc L. H. Young

LLOYD P. SHAW

E-320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract #2

Oregon State Highway Commission
Salem, Oregon

Date Sept. 23, 1963

Gentlemen:

We, the undersigned, respectfully request an increase in/ completion date from Sept. 30, 1963, ~~the number of workdays from~~ to Dec. 15, 1963 ~~days to xxxxxxxxx days~~, within which to complete our Contract No. 6163, without the assessment of liquidated damages. The said contract is described as follows: Cottage Grove-Divide Section, Pacific Highway - Paving, structures, and signing.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: [illegible]

It was anticipated to start base rock on the above project the first part of May. However, the first completed grade was not turned over to Warren Northwest, Inc., to start base rock operations until July 10, and then not in sufficient quantities that would allow us to double shift our operations.

The completed sub-grade was not turned over to Warren Northwest, Inc., until Sept. 11. It has been necessary to work both the base rock and paving in short sections, thus consuming more time with less production. Paving has twice been held up to allow the base rock to advance far enough to proceed with paving operations. This happened on August 15, 16, and 19, also on Sept. 20 and 23. Likewise, guardrail and median barrier installations could not follow at their scheduled time due to the late start on rocking and paving.

For the above reasons and because there have been some additions to the contract such as the salvaging and reinstalling of approximately 2,600 feet of guardrail, we believe the request for an extension of time to be justified and reasonable.

We, **FEDERAL INSURANCE COMPANY, A New Jersey Corporation Authorized to do Business in the State of Oregon.**, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

FEDERAL INSURANCE COMPANY
BY: J. O. Anderson
J. O. Anderson Attorney-in-fact
WARD COOK-RODGERS INS. CO., INC. Portland, Oregon (SEAL)
BY: J. O. Anderson
Resident Agent

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract #2

Oregon State Highway Commission
Salem, Oregon

Date Sept. 23, 1963

Gentlemen:

We, the undersigned, respectfully request an increase in completion date from Sept. 30, 1963, ~~the number of workdays from~~ to Dec. 15, 1963 ~~days to xxxxxxxxx days~~, within which to complete our Contract No. 6163, without the assessment of liquidated damages. The said contract is described as follows: Cottage Grove-Divide Section, Pacific Highway - Paving, structures, and signing.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See sheet attached.

Respectfully submitted,

WARREN NORTHWEST, INC.
Contractor

By R. E. Batie
R. E. Batie, President

CONSENT OF SURETY

Date SEPTEMBER 23, 1963, 19

We, FEDERAL INSURANCE COMPANY, A New Jersey Corporation Authorized to do Business in the State of Oregon., as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

FEDERAL INSURANCE COMPANY
BY: J. O. Anderson
J. O. Anderson Attorney-in-fact
WARD COOK-RODGERS INS. CO., INC. Portland, Oregon (SEAL)
BY: J. O. Anderson
Resident Agent

RECEIVED
SEP 1 1963
FOR FILING

Morgan

L. Shaw

6163

Warren Northwest, Inc.

HIGHWAY AND ROAD CONTRACTORS
ASPHALTIC CONCRETE PAVING
INDUSTRIAL — COMMERCIAL

BRANCHES....
PORTLAND — BEAVERTON
STAFFORD — CANBY

TELEPHONE 283-7581

P. O. BOX 5072
PORTLAND 13, OREGON

August 5, 1963

Subject: Oregon State Highway Dept.
Contract #6163.

Cottage Grove — Divide

Mr. L. D. Chandler
Oregon State Highway Dept.
Roseburg, Oregon

Dear Mr. Chandler:

The above contract was predicated on the grading work being completed on October 31, 19[illegible], or within a reasonable time thereafter. In setting September 30, 1963, as the date of completion for the contract it was contemplated that we would have substantially the entire 1963 construction season available to perform our work.

As we have previously advised you, on [illegible] 4 and 13th, the grading work has not been completed and the site for our work has only recently been made available for us to proceed as contemplated. As a result it now appears that a new completion date must be set.

As a further result, it may be necessary either to accelerate performance or to perform our work in an [illegible] manner which will result in additional cost. Our paving will have to be performed under adverse conditions without having sufficient grade ahead, thereby working on limited, short sections of roadway. This may make it necessary to slow down or completely curtail our operations for a period of time. In either case this results in a very undesirable and costly construction method.

Very truly yours,

WARREN NORTHWEST, INC.

NOTED
LLOYD P. SHAW

R. E. Dobie, President

RED/[illegible]

CC: Contract file.

Copy to Morgan
Informational
C

RECEIVED
AUG 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 2 6 1963

FOR FILING

July 25, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8, covering the repair of the City of Cottage Grove reservoir overflow pipe on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 6163 in connection with Federal-Aid Project No. I-5-3(40)169.

Water from the Cottage Grove reservoir overflow pipe has twice caused slope failure. Copies of the Resident Engineer's letter further detailing the conditions and work are attached.

The work was verbally approved by the BPR Area Engineer July 23, 1963. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBI:es
Enc.

RECEIVED
JUL 1 - 1963

FOR FILING

477 Cottage St. N.E.
Salem, Oregon

June 21, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon I-5-4(40)169 Cottage Grove-Divide Section
Extra Work Order No. 6

Mr. Young's letter, dated June 13, requested our approval of Extra Work Order No. 6 covering an all weather passageway for access to a water hole on the Alsea Hawley property, R/W file No. 33304.

This office questioned the justification for the construction of the frontage road from Sta. 1037+50 to Sta. 1065, and requested the State to reexamine their proposal. Upon reanalysis this office was advised that the cost of acquiring the rights of way from the Hawley property would be $284.00. The actual settlement was $750.00 (which included other lands acquired from Hawley) plus a $345.00 extra work item for a stock watering pond. Now the subject extra work order will add another $2,001.00 to the cost of the right of way acquired from Hawley.

The actual justification for the frontage road was questionable under the original estimate, and in view of subsequent costs actually incurred in the right of way settlement we are unable to justify participating in Extra Work Order No. 6. However, we do not question the State's obligation to construct the road as set up in the right of way agreement.

Attachment

original to Young - with attach.
7-1-63

NOTED
LLOYD P. SHAW

RECEIVED
JUN 19 1963

FOR FILING

June 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering bar-run gravel on ditch slopes on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 6163 in connection with Federal-Aid Project No. I-5-3(40)169.

It is necessary to shape and inlay existing ditch slopes with pit-run gravel to prevent erosion. The material will be spread and bladed on the roadbed allowing the fines to sift out, then the larger size gravel will be bladed over the side onto the ditch slopes.

Justification of Cost by our Chief Cost Analyst is attached.

This work was verbally recommended for approval by the BPR Area Engineer June 6, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb
Enc.

RECEIVED
JUN 19 1963
FOR FILING

[illegible]

[illegible]

June 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering shaping of slopes to allow slope paving on the Cottage Grove - Divide Section of the Pacific Highway in Lane County, Contract No. 6163 in connection with Federal-Aid Project No. I-5-3(40)169.

It is necessary to provide material for filling depression and low areas in the slopes under the existing structures at the 16th Street Overcrossing and the Taylor Street Overcrossing to prepare these embankments for slope paving.

This work was verbally recommended for approval by the BPR Area Engineer June 3, 1963. Your approval of the order to include work done on that date is requested.

Very truly yours,
Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:cs
Enc.

RECEIVED
JUN 14 1963

FOR FILING
I-5-3(4 [illegible]
[illegible]

9

June 13, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering all-weather passageway for access to water hole on Alsea Hawley property, R/W File No. 33304 on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 6163 in connection with Federal-Aid Project No. I-5-3(40)169.

It is necessary to construct a passageway suitable for use by livestock and equipment from the water hole opposite Station 1050, easterly to connect with the former passageway at Station 1035.

This work was verbally recommended for approval by the BPR Area Engineer June 6, 1963. Your approval of the order as of that date is requested.

No additional or special benefit will accrue to the property owner because of this order.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb

Enc.

RECEIVED
APR 25 1963
FOR FILING

I-5-3(40)169

[illegible]

April 25, 1963

40

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Re: Cottage Grove-Divide Section
Pacific Highway, Lane County
Project No. I-5-3(40)169
Your File 322

Reference is made to your letter of April 8 regarding the frontage road (F3 Line) which is being constructed as a part of the subject project.

This frontage road is now partially completed and the existing private crossings of the railroad are still in use. You will be notified when this frontage road is completed and when the crossings have been eliminated.

It is presently estimated that this work will be completed by August 1, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. F. D. Morgan

TWL:bjh ms

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

8-2660

PLEASE RETURN TO
LLOYD P. SHAW

IN REPLY PLEASE REFER TO
322

April 8, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem 10, Oregon

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

Referring to Mr. Paxson's letter of July 17, 1962 relative to construction of frontage road in connection with Cottage Grove-Divide Section Pacific Hwy., Lane County:

Please advise action taken by State in connection with removing or replacing our right of way fence and barricading private grade crossings in connection with construction of frontage road, as shown on attached print of Portland Division dwg. B-480, one crossing located at Engineer Station 2331+15, Lindstrom Estate; the other at Engineer Station 2334+60.

Understand this matter is now to be handled by quitclaim deed from Southern Pacific Co. to State of Oregon, and desire to know status of removal of these two private crossings.

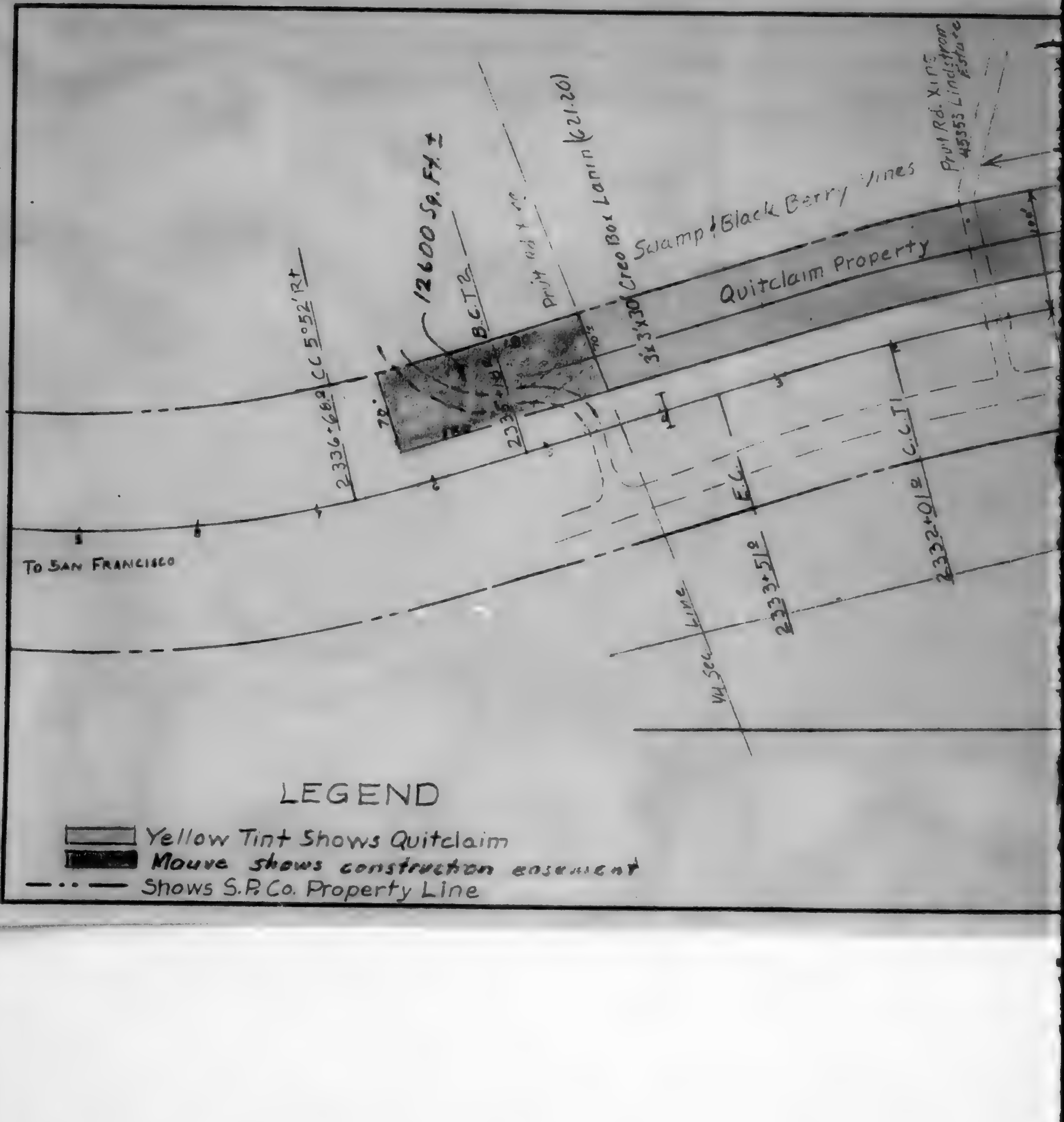
Yours truly,

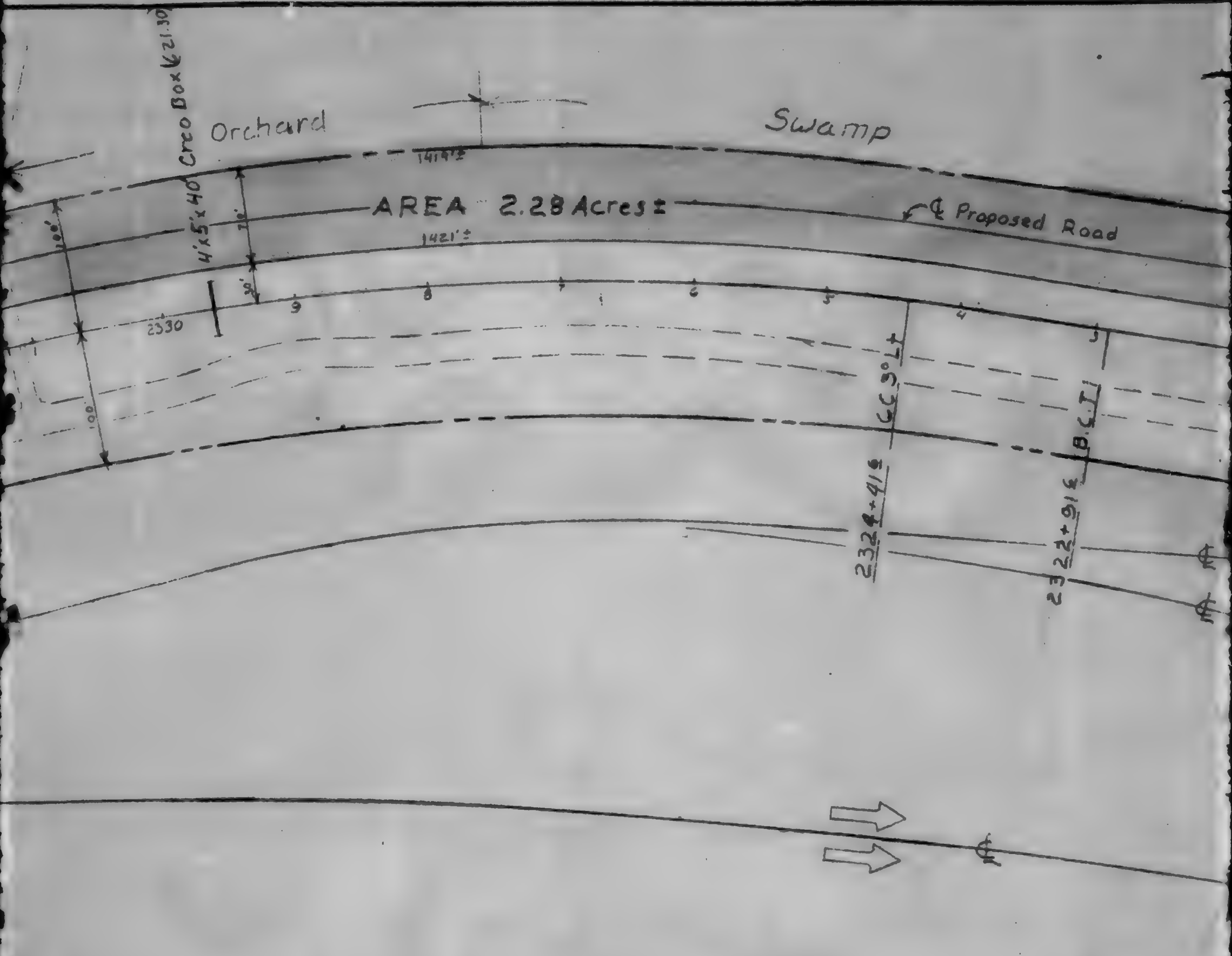
AWKilborn

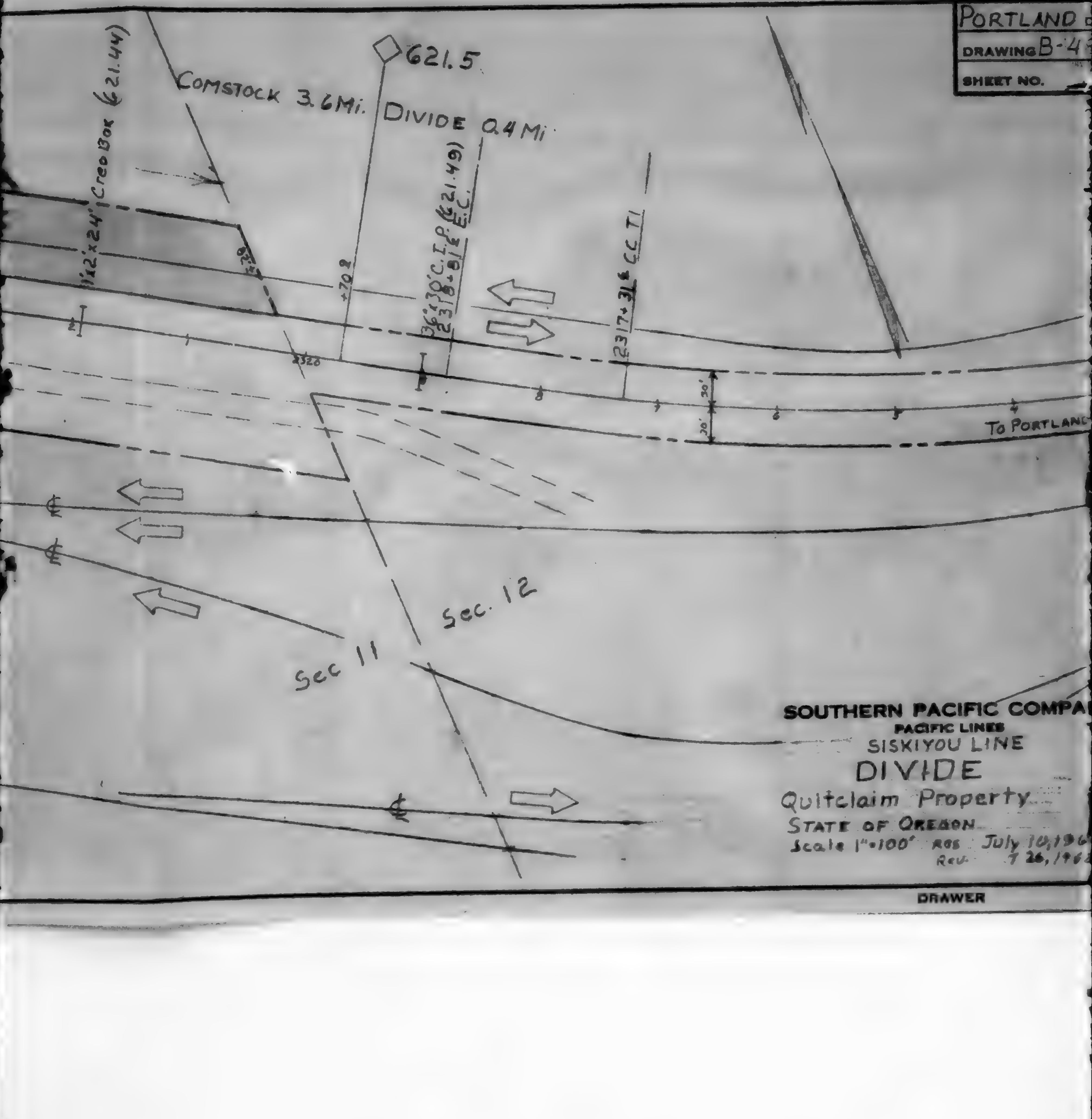
RECEIVED
APR 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
APR 9 1963
OREGON
STATE HIGHWAY COMMISSION

12600 Sq. Ft. ±
CC 5°52' Rt
2336+68.2
B.C.T.2
Prvt Rd X ng
Creo Box Lanin 3'x3'x30'
(21.201
Swamp & Black Berry Vines
Quitclaim Property
Prvt Rd. X ng
45353 Lindstrom Estate
70'
150'
100'
2335+19.8
E.C.
C.C.T.1
2332+01.8
2333+51.8
¼ Sec. Line
To San Francisco
LEGEND
Yellow Tint Shows Quitclaim
Mauve shows construction easement
Shows S.P. Co. Property Line


Creo Box ℄ 21.30
4'x5'x40'
Orchard
Swamp
1414'±
AREA 2.28 Acres±
℄ Proposed Road
1421'±
100'
70'
20'
100'
2330
9
8
7
6
5
4
3
C.C. 9° Lt
B.C.T.
2324+41±
2322+91±
℄
℄
℄



PORTLAND

DRAWING B-4

SHEET NO.

SOUTHERN PACIFIC COMPA

PACIFIC LINES

SISKIYOU LINE

DIVIDE

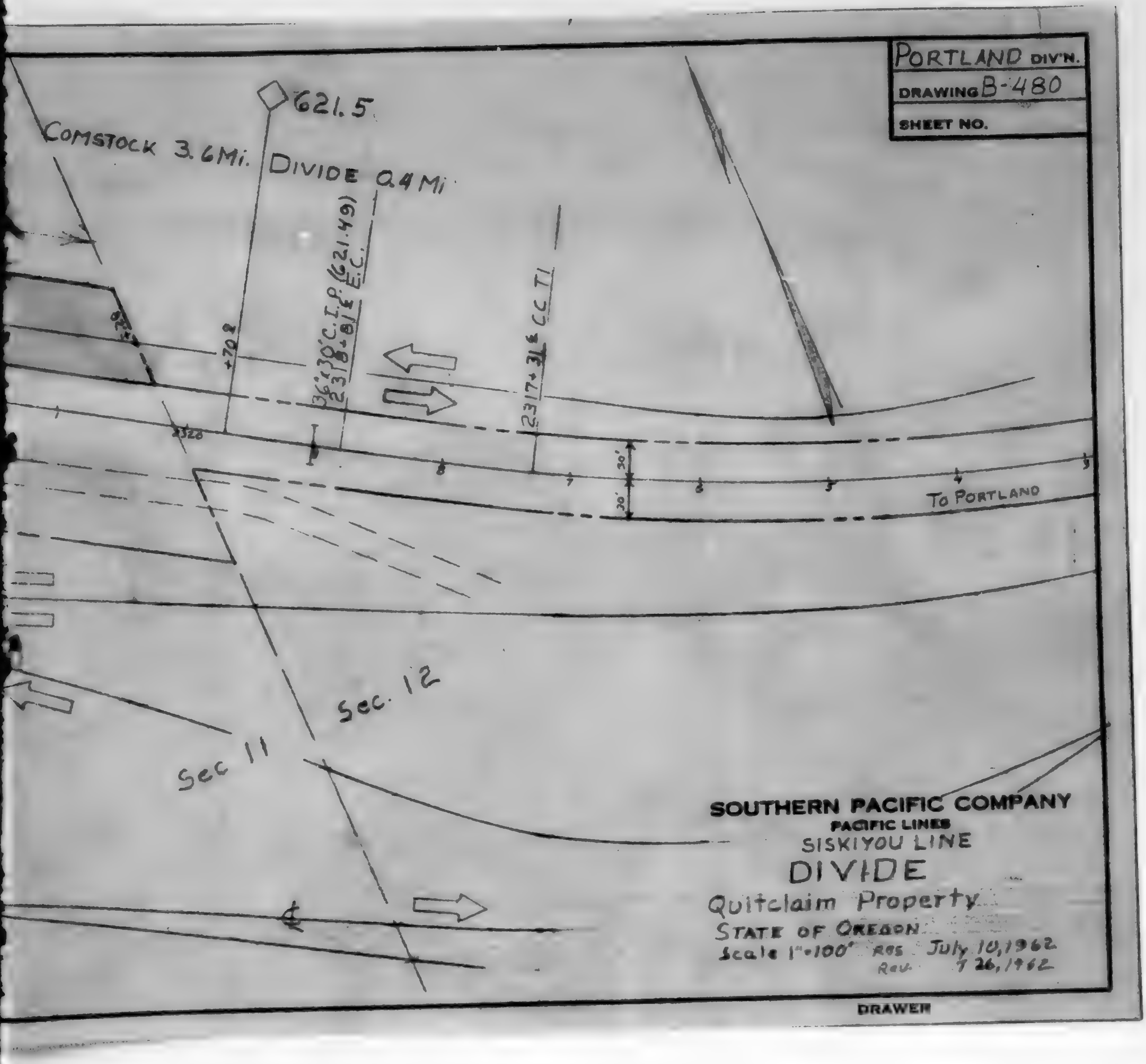
Quitclaim Property

STATE OF OREGON

Scale 1"=100' RGS July 10,196

Rev. 7 26, 196

DRAWER



PORTLAND DIV'N.
DRAWING B-480
SHEET NO.

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
SISKIYOU LINE
DIVIDE
Quitclaim Property
STATE OF OREGON
Scale 1" = 100' RBS July 10, 1962
Rev. 7 26, 1962

DRAWER

RECEIVED
MAR 13 1963

FOR FILING

COMMISSIONERS
[illegible] L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 7, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Pacific Power & Light Company Easement
Cottage Grove-Divide Section
Pacific Highway - Lane County
Project No. I-5-3(40)169

Dear Sir:

This is in reply to your letter of August 16, 1962, concerning the estimate of the Pacific Power and Light Company on this project.

In the letter from our Staff Attorney dated August 9, 1962, we stated that it was the obligation of the State to reimburse the utility for certain facilities which are now located on State Highway right of way.

Attached you will find two copies of the easement from W. E. Burkett to the Mountain States Power Company dated September 5, 1929. Although this document seems inadequate to completely satisfy your request, it appears that this is the best information available.

If more information is desired we will attempt to obtain it for you.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL;bjh
Attachments

cc: L. P. Shaw
L. H. Young

RECEIVED
MAR 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

1. Ky. $15 — paid for this easement.

September 5, 1929

For and in consideration of the sum of One ($1.00) Dollar, receipt whereof is hereby acknowledged, a right-of-way is hereby granted to Mountain States Power Company, a Delaware Corporation, its successors and assigns forever, with the right to erect and maintain a transmission line consisting of four poles and one anchor.

with the necessary wires and fixtures thereon to keep same free from foliage across that property belonging to W. C. Burkett and Anna J. Burkett, his wife

and situated in the County of Lane State of Oregon

and described as follows

It is understood that the employees of the Mountain States Power Company, its successors and assigns, shall at any time when necessary have access to said right-of-way and the equipment thereon for the purpose of repairs, etc, provided always that said Mountain States Power Company, its successors and assigns shall be held responsible for any damage which be unnecessarily done to the property above described.

WITNESS our hands and seals this 5th day of Sept. 1929. Done in the presence of

T. D. Butts — W. E. Burkett x (Seal)

J. M. Ahrens — Anna J. x Burkett (Seal)

6774

MOUNTAIN STATES POWER CO.

State of Oregon }
} ss
County of Lane }

BE IT REMEMBERED That on this 5th day of October A D 1929 before me the undersigned a Notary Public in and for the said County and State personally appeared the within named W. E. Burkett and Anna J Burkett his wife

who are known to me to be the identical individuals who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily.

IN WITNESS WHEREOF I have hereunto set my hand and my seal the day and year last above written.

Walter Smith
Notary Public for Oregon

My Commission Expires
MY COMMISSION EXPIRES
APRIL 27, 1931

State of Oregon,
County of Lane—ss.
I, W. B. Dillard, County Clerk and ex-officio Recorder of Conveyances, in and for said County, do hereby certify that the within instrument was received for record at

A M
1929
OCT
16

and
Recorded
In Book 162 on Page 486
Lane County DEED Records.
W B Dillard
County Clerk.
By Deputy.
R/O

RECEIVED
FEB 20 1963

FOR FILING

[illegible]

6163

Salem, Oregon
February 18, 1963

Mr. F. D. Morgan
Construction Engineer
Building

Warren Northwest Request for
State-owned Gravel Source
Cottage Grove-Divide Section
Pacific Highway
Contract No. 6163

Only in the event that withholding the subject material would have detrimental effects on the project should our source be made available to the contractor. Several reasons prompt this course of action:

(1) The amount estimated to be taken, if the contractor is so permitted, is a substantial percentage of the bid total. The inference can be made that special privilege is being given the low bidder, whereas other bidders considered more costly but adequate sources.

(2) Granting the request would tend to establish a precedent that State-owned material could be considered as available, even though not so stated in contracts.

(3) Gravel sources are being depleted in most areas of the State, and a reserve supply is desirable for future needs. Value of deposits will tend to increase as available sources dwindle.

In the event it is determined that seriously adverse effects on the project would result from barring use of this material, a price level no lower than that at other available sources in the general area should be established.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

ON RSB 77 2-6-63 3 45

G. L. DIECKER

CHECKED WITH LOWELL OFFICE CORPS OF ENGINEERS WHO CHECKED THEIR PORTLAND OFFICE AND REPORT NO OBJECTION, PROVIDING CONTRACTOR STAYS AWAY FROM PRESENT REVETMENT SECTIONS AND PROVIDING THAT CONTRACTOR REQUESTSNO WATER CONTROL FOR HIS CONVENIENCE. AREA CONTRACTOR REQUESTED WILL NOT AFFECT RDXXX REVETMENT REQUIREMENTS. THIS IN REFERENCDE TO WARREN-NORTHWEST REQUEST FOR GRAVEL.

L W RULIEN
LF :,.

MC

FORM E-30 50M 5-62 45908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 5, 1963

SUBJECT: Request for State-owned Gravel
Warren Northwest
Cottage Grove-Divide Section
Contract 6163

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Att: G. L. Decker

Attached is a copy of report from Geary H. Worth, Resident Engineer, together with a copy of a lease from Coldiron to Warren Northwest and a sketch map which indicates their crusher setup for the subject project and adjacent areas. All of this data is pertinent to a request which we have had from Warren Northwest to allow them to remove gravel from a State bar in connection with the subject contract. It appears that sufficient material is not available from their private source, known as the Coldiron Bar, and that they will run out of material in their source in approximately a week. Estimates indicate that they will be 55,000 cubic yards short of their requirements for this contract upon exhaustion of the Coldiron Bar. Hence, they are approaching us in hopes of obtaining our permission for removal of gravels from our adjacent source.

The area which they request is shown on the attached sketch by means of red arrows and, in general, lies in the triangular piece bounded by the Coast Fork Willamette River, the old Row River channel, and the main channel of the Row River. Insofar as the removal of these materials is concerned, we have no objection as long as we are rebated to at least the extent which they are paying for materials removed from the Coldiron Bar, namely, $0.08 per cubic yard. However, we are very much concerned with the fact that we did not list any State sources in connection with this contract, other than the McReynolds Quarry. Several contractors, in looking at this job prior to award, no doubt based their bids on all the difficulties contingent to either obtaining materials from the listed McReynolds Quarry or private bars in the area. We would, perhaps, be subject to criticism if we now threw open a State controlled source for the reason that the contractor's private source does not contain sufficient material.

will make reply upon
receipt of information
from G. Worth.
D

CONSTRUCTION DIVISION
RECEIVED
FEB 6 1963
NOTED ☑ ☑ ☑ ☐ ☑
CE ACE ACK CCE

Mr. Worth's report does not indicate the quantities of material obtainable from our source nor any complications which may or may not arise from Federal agencies with regards to diverting the Row River and removing these gravels. I am asking Mr. Worth to supply this supplemental information and then requesting you to favor us with a decision as to whether or not it would be proper for us to give favorable consideration to the contractor's request.

L. W. Rulien
Asst. Division Engineer

LWR:ds
attachs.
cc: Geary H. Worth

FORM E-30X—50M—2-59—18180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
February 4, 1963

SUBJECT: Warren Northwest Request
for Gravel Bar
Cottage Grove - Divide
Contract 6163

To: Mr. L. R. Chandler
Division Engineer
Roseburg, Oregon

Mr. Batie, Mr. Snyder and Mr. Sim of Warren Northwest, Inc., the prime contractor on Cottage Grove - Divide Paving, Structures and Signing, Contract 6163, visited our office Friday. Some time ago they had prospected the Coldiron property just north of our Row River Borrow area and the indications was that there would be ample gravel for their crushing needs on the subject project, so they contracted with Coldiron for material and plant site.

After setting up the plant and operating a month they find their exploration was very optomistic and sufficient gravel is not there. They feel that they have enough raw material for another weeks operation, or slightly longer, but this will leave them at least 55,000 cubic yards short of their needs. They request that we permit them to use the material from the Oregon State Highway Department owned bar and ask what they would be charged for this.

Mr. Chapman and I are of the opinion that we would loose very little by letting them take the northerly triangle between the Row River and Coast Fork working from the down river end and continuing up river cleaning out all gravel as they go. This has a cover of fairly large trees so considerableclearing and stripping will be required for the amount of gravel they could get. Row River will also have to be temporarily diverted. We consider that since this area is relatively small and accessable only by diverting the Row River, it would be of slight value to anyone not already operating there.

Warren Northwest, Inc. is paying Coldiron 8 cents a yard for material removed, and I enclose a copy of their agreementwith Coldiron for your scrutiny.

It is my reccomendation that they be permitted to take from this area at 8 cents a yard.

The attached sketch is from the 1"-400' right of way print (which I think was never too accurate at this point) corrected to aerial photos of 1960 date. We cannot get out to topog this because Row River is presently on a rampage. It is adequate for the present decision.

Geary H. Worth

Geary H. Worth
Resident Engineer

GHW:kl
Encl.

LEASE AGREEMENT

THIS AGREEMENT made and executed, in duplicate, by and between PAUL E. COLDIRON and BERNICE E. COLDIRON, husband and wife, hereinafter known as "Lessors," and WARREN NORTHWEST, INC., a corporation, hereinafter known as "Lessee,"

W I T N E S S E T H :

WHEREAS, Lessors are owners of certain real property consisting of a farm containing approximately 95 acres located in Lane County, portions of Section 15 and 22, Twp. 20 South, Range 3 West, WM, on which farm there is located a gravel pit containing material suitable for the use of Lessee for road-making purposes, and

WHEREAS, Lessee has contracted with the Oregon State Highway Commission to perform certain work in connection with the Cottage Grove-Divide Section of U. S. Highway 99 and is interested in utilizing the materials of the gravel pit of Lessors in the performance of said highway work, and

WHEREAS, Lessee contemplates entering into other contracts in which it may utilize the materials of the gravel pit, and

WHEREAS, Lessee contemplates other uses and disposition of materials in the gravel pit;

NOW, THEREFORE, in consideration of the payment of $10 from Lessee to Lessors, the receipt whereof is hereby acknowledged, and in consideration of the covenants and agreements set forth herein, Lessors do hereby lease to Lessee the following-described real property for a term commencing October 8, 1962, to and including September 30, 1964:

The above-mentioned gravel pit which is located on the property described above as follows:

> A strip of land 600 feet wide and running from the south boundary of the above-described farm in a northerly direction paralleling the westerly boundary of said farm and the center line of the Row and Coast Fork of the Willamette River, the northerly limits of said gravel pit to be at a point which is northeasterly of the confluence of said Row River with the Coast Fork of the Willamette River approximately 478 feet;

together with all rights to remove gravel and other surface and subsurface materials from said gravel pit;

and from October 8, 1962, to and including September 30, 1965, the following-described real property:

> An area located on the ~~westerly~~ Easterly side and adjacent to the above-described gravel pit approximately 600 by 600 feet in size, containing eight acres, more or less, together with a strip of land sufficient to construct a road to connect said area adjacent to the gravel pit with state-owned property adjacent to U. S. Highway 99 and to U. S. Highway 99, so that Lessee is assured at all times of adequate ingress and egress to the leased property to a public highway for all purposes of operating said gravel pit and crushers, paving plants, stockpiling and other such purposes for which Lessee will utilize the leased premises.

Lessee agrees to pay Lessor as follows: For all gravel extracted by Lessee for use in connection with Lessee's contract with the Oregon State Highway Commission above referred to or for use in the performance of any other contract of Lessee during the term of this lease, the sum of 8 cents per cubic yard for all materials removed to be paid as follows:

(a) For aggregates produced and used as such on the above referred to State Highway Job on the quantities as shown by the monthly engineer's estimate for the State Highway Commission converted from tonnage to cubic yards, and for asphalt paving aggregates in the same manner after deducting the weight of the asphalt from the ton mix. Said payments shall be made within 15 days after Lessee receives payments based on said quantities.

(b) For aggregates produced and used as such on other jobs which Lessee has during the term of this lease on the quantities as shown on the estimates upon which Lessee receives its payments and for asphalt paving aggregates in the same manner after deducting the weight of the asphalt from the ton mix. Said payments shall be made within 15 days after Lessee receives payments based on said quantities.

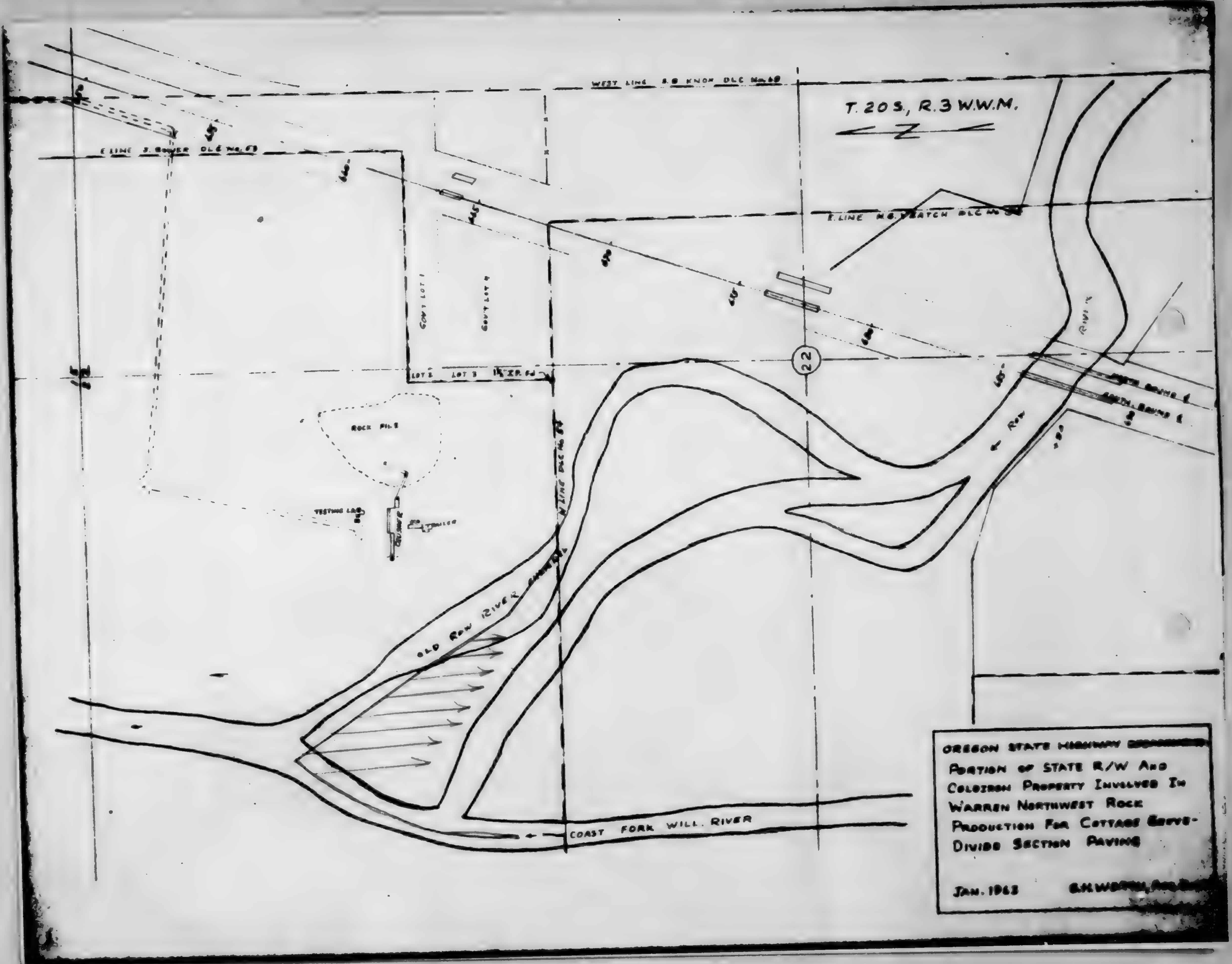
For all other gravel extracted which is not intended for use by Lessee in the performance of a contract of Lessee in effect during the term of this lease or any extension thereof, the sum of 8 cents per cubic yard, which amount shall be paid on the 15th day of the month following the month in which said gravel is removed from the leased premises.

It is mutually agreed that Lessee under this lease is not bound to remove or pay for any minimum amount of gravel.

IN WITNESS WHEREOF, Lessors have hereunto set their hands, and Lessee has caused this contract to be executed by its president this 4th day of October, 1962.

Paul E. Coldiron
Bernice E. Coldiron
Lessors

WARREN NORTHWEST, INC.
By R. E. Bates
President


OREGON STATE HIGHWAY
PORTION OF STATE R/W AND
COLOIRON PROPERTY INVOLVED IN
WARREN NORTHWEST ROCK
PRODUCTION FOR COTTAGE GROVE-
DIVIDE SECTION PAVING
JAN. 1963
T. 20 S., R. 3 W.W.M.
N
WEST LINE S.B. KNOX DLC No. 48
E. LINE J. BOWER DLC No. 63
E. LINE H.B. PATCH DLC No. 5
GOV'T LOT 1
GOV'T LOT 4
LOT 2
LOT 3
1½" I.P. Fd
N LINE DLC No. 52
ROCK PILE
TESTING LAB
CRUSHER
TRAILER
22
NORTH BOUND ℄
SOUTH BOUND ℄
RIVER
ROW RIVER
OLD ROW RIVER CHANNEL
COAST FORK WILL. RIVER

RECEIVED
DEC 26 1962

6163

December 24, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering construction signing for guidance and direction of traffic on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 6163, in connection with Federal-Aid Project No. I-5-3(40)169.

This was an anticipated item in the project authorization. It does not include warning signs, lights and barricades required of the contractor for the protection of workmen and traffic.

This work was verbally recommended for approval by the BPR Area Engineer December 19, 1962. Your approval of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
NOV 19 1962
FOR FILING

6162

November 16, 1962

Mr. Warne Nunn
Executive Assistant
Executive Department
Capitol Building
Salem 10, Oregon

Dear Mr. Nunn:

Attached is a suggested reply for the Governor's consideration to the Mayor of Cottage Grove, Wilbur L. Workman, Sr. Mayor Workman directed a similar letter to this office a few days ago, and a copy of our reply is attached.

The situation has been a little confusing at the Cottage Grove interchange during the actual time of reconstruction (always a difficult time) but it appears that it will soon be in normal operating condition again.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachments

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe

RLP:ajw bbc

SUGGESTED DRAFT FOR THE GOVERNOR'S CONSIDERATION
November 16, 1962

Honorable Wilbur L. Workman, Sr.
Mayor of the City of Cottage Grove
Cottage Grove, Oregon

Dear Mayor Workman:

This is in answer to your November 8 letter concerning the highway situation at the Cottage Grove interchange.

I am told that Forrest Cooper, State Highway Engineer, recently replied to a similar letter you directed to him, and I believe, explained that everything is being done that is possible to complete the converting of this section to a four-lane facility. As soon as this is done it appears that the problem you described will be eliminated.

I know that things of this kind are annoying, but during the actual period of construction, it is sometimes difficult to keep traffic flowing as smoothly as might be desired. It appears, however, that you can expect marked improvement in this situation.

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe

RLP:ajw bbc

November 14, 1962

Honorable Wilbur L. Workman, Sr.
Mayor of the City of Cottage Grove
Cottage Grove, Oregon

Dear Mayor Workman:

This is in answer to your November 8 letter which concerns inconveniences that have been occasioned by the highway construction between Goshen and your city.

The Department is exerting every effort toward expediting the completion of this section, and with a little cooperation on the part of the weatherman, it seems possible that the four-lane facility can be put into use this fall. I am sure this will, to a large degree, eliminate the inconvenience at the Cottage Grove interchange. It does not appear possible that all work on this unit can be completed before next season but we are hoping to get it to a point so that at least northbound traffic can use the new pavement.

You and your community are assured that this Department is doing everything in its power to bring this work to its conclusion as soon as possible.

If you desire further information on this or on any other highway subject, it will be promptly furnished on your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

of Cottage Grove

Lumber Capital of Oregon

LANE COUNTY, OREGON

Wilbur L. Workman Sr.
Mayor

W. E. White
City Recorder

COUNCILMEN
WM. BRYSON
WM. BRUCE
NORMAN RICHARDS
RAY NELSON
FRED MORRIS
ALFRED MC KENZIE

L. W. Coiner
Water Superintendent and City Engineer

Mike Siebert
Treasurer

H. W. Lombard
Attorney

Carl Rumpf
Chief of Police

Tracy Arnold
Fire Chief

November 8, 1962

Hiway

The Honorable Mark O. Hatfield
Governor of the State of Oregon
Salem, Oregon

My Dear Mark:

Allow me to congratulate you on your victory at the polls. It is gratifying to know that the majority of people in our State are still using their heads.

In Cottage Grove we have a situation that needs attention and I do not know if you can help us or not, but here is our trouble. Our access road off Highway 99 is terribly torn up. Access signs have been removed and the travelling public seems to be confused in correct directions. Would it be possible for you to use your influence in having it finished as early as possible. This condition is affecting business locally and our Village Green reports a 50% drop in patronage.

We would appreciate your efforts in assisting us in this matter. I remain,

Yours sincerely

Wilbur L Workman Sr.

Wilbur L. Workman, Sr.

11-9-62
Gov says
Village Green
will also write

NOV - 9 1962

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NOV 15 1962
FOR FILING

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6163

November 14, 1962

Honorable Wilbur L. Workman, Sr.
Mayor of the City of Cottage Grove
Cottage Grove, Oregon

Dear Mayor Workman:

This is in answer to your November 8 letter which concerns inconveniences that have been occasioned by the highway construction between Goshen and your city.

The Department is exerting every effort toward expediting the completion of this section, and with a little cooperation on the part of the weatherman, it seems possible that the four-lane facility can be put into use this fall. I am sure this will, to a large degree, eliminate the inconvenience at the Cottage Grove interchange. It does not appear possible that all work on this unit can be completed before next season but we are hoping to get it to a point so that at least northbound traffic can use the new pavement.

You and your community are assured that this Department is doing everything in its power to bring this work to its conclusion as soon as possible.

If you desire further information on this or on any other highway subject, it will be promptly furnished on your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper

City of
Cottage Grove
Lumber Capital of Oregon
LANE COUNTY, OREGON

WILBUR L. WORKMAN SR.
MAYOR
W. E. WHITE
CITY RECORDER

COUNCILMEN
WM. BRYSON
WM. BRUCE
NORMAN RICHARDS
RAY NELSON
FRED MORRIS
ALFRED MC KENZIE

L. W. COINER
WATER SUPERINTENDENT AND CITY ENGINEER
MIKE SIEBERT
TREASURER
H. W. LOMBARD
ATTORNEY
CARL RUMPF
CHIEF OF POLICE
TRACY ARNOLD
FIRE CHIEF

November 8, 1962

Forrest Cooper
State Highway Engineer
Salem, Oregon

Dear Mr Cooper:

I have been flooded with complaints about the access to the new highway out of Cottage Grove. It is terribly torn up, signs are down and the travelling public is confused as to turning off the Highway.
Our Village Green reports their business off 50%, travellers going in to Eugene and phoning back that they were unable to find where to turn.

If there is any way you can speed up this work to completion it will be greatly appreciated by the entire community.

Yours sincerely

Wilbur L. Workman Sr

Wilbur L. Workman, Sr.

NOTED
R. L PORTER

RECEIVED
NOV 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV - 9 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 15 1962

FOR FILING

[illegible]

6163

November 14, 1962

Mr. Warne Nunn
Executive Assistant
Executive Department
Capitol Building
Salem 10, Oregon

Dear Mr. Nunn:

As you requested there is attached a suggested reply to Mr. D. E. Runyan for the Governor's signature.

This Department is well aware that traffic intensity on this section overloads a two-lane facility and every effort is being exerted to convert to four lanes just as rapidly as possible. The accident record over the past few years is not good in this area but the record also shows that more than a few of them have been caused by driver deficiencies. This includes such things as disregarding stop signs and driving at speeds which are in excess of the ability of the driver to control his vehicle.

If you wish us to furnish anything further on this subject, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe

RLP:ajw bbc

SUGGESTED DRAFT R THE GOVERNOR'S CONSIDERATION
November 14, 1962

Mr. D. R. Runyan
2347 Floral Hill Drive
Eugene, Oregon

Dear Mr. Runyan:

Thank you for your recent letter which concerns automobile accidents that have occurred on the Pacific Highway between Cottage Grove and Goshen.

The Highway Department is proceeding with a project that will convert this facility to a four-lane freeway just as rapidly as possible. It appears probable that at least a portion of the section may be completed so that it can be open to traffic some time this fall. I find that in the meantime warning signs have been erected which indicate that this is a two-lane facility and should there appear need for further warning devices, the Highway Department will take care of it.

I am sure that you are aware that highway safety is a matter of great concern to your State government, and everything that can be done is being accomplished in an effort to reduce the traffic death toll.

I appreciate your calling this matter to my attention.

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe

RLP:ajw bbc

Eugene, Oregon,
Oct., 30. 1962

Hiway

Governor Mark Hatifield,
Salem, Oregon.

Dear Sir:

Enclosed please find the picture of the latest victims of the Goshen Cottage Grove State Hiway, this is not new it has been going on for some time. I hear remarks like this (lets look at the paper and see who got killed between Goshen and Cottage Grove today) I believe it is the most confusing piece of Hiway in the Stat I am afraid to travel this piece of Hiway.

I lived in Cottage Grove from 1939-43 and have lived in Eugene since. The State of Oregon has built some wonderful Hiways during this time.

What I am asking that something be done to cut down the death, Such as a lighted markers or rather lighted by head lights of the cars down the center , one lane strip painted something to draw attention that there are only two lanes.

I am not related to the lasted victims or do not even know them, but I might be to the next ones or it might be my own life.

This could be a good vote getter for this area. Many people are concerend over the deaths and injured people. It may be expensive but don't you think a human life will balance the books.

Porter - Expedite
C

Mr. D.E. Runyan,
2347 Floral Hill Dr.
Eugene, Oregon.

OCT 31 1962

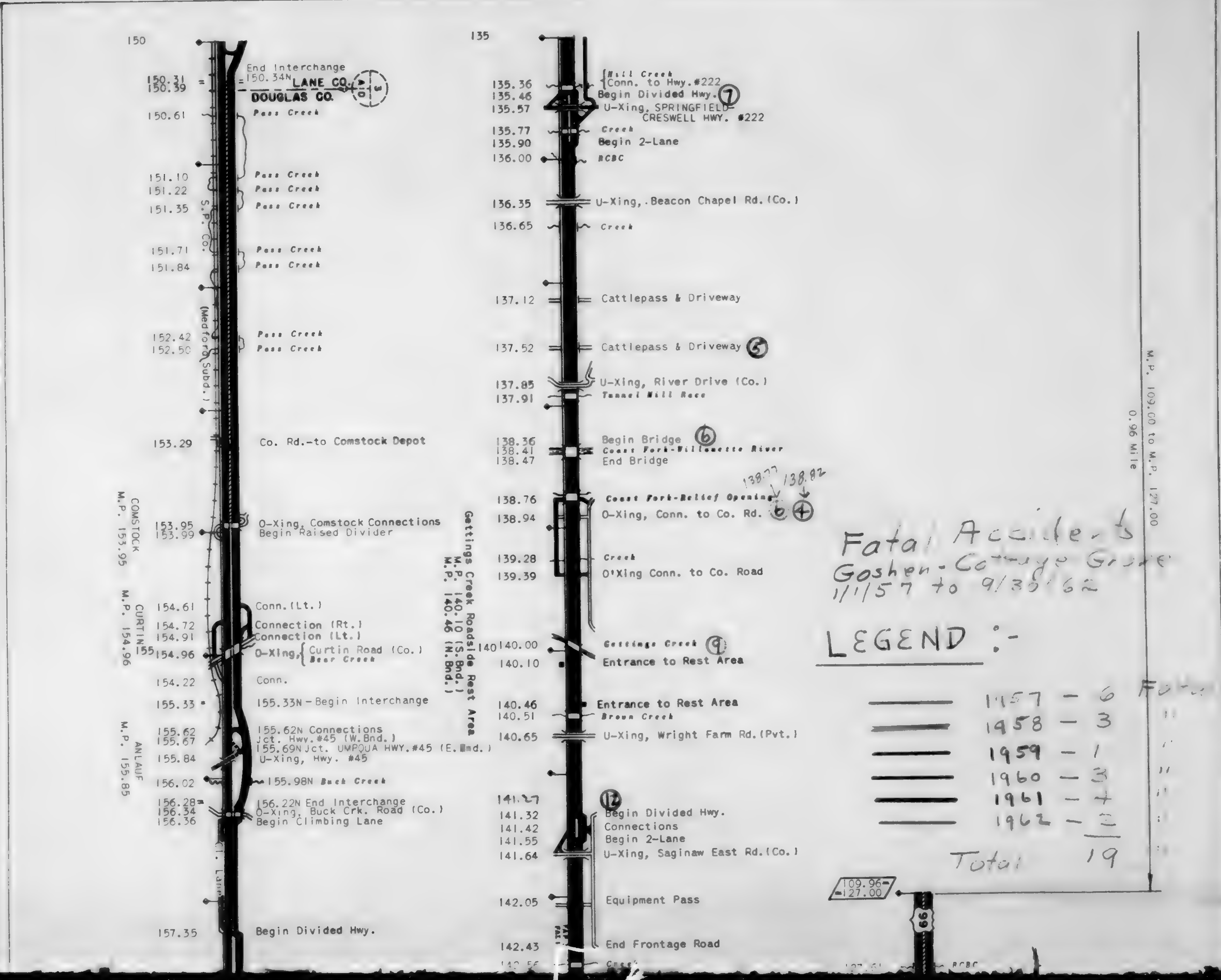
(Register-Guard photo by Joe Matheson)

Two Killed Cpl. Carl Anderson, left, and patrolman Bill Jacobson of the State Police examine the charred remains of a small car which collided head-on at 3 a.m. Saturday with a pickup believed driven by Russell Irving Connolly, 29, of 1066 B St., Springfield. The accident, which occurred about one mile south of Goshen on Highway 99, claimed the lives of two persons, believed to be California women. Identities of the two were still not established by press time.

Head-on Crash Near Goshen Claims Lives of 2 Persons

File

MP. 130.57 - 143.29
OFFICIAL OPENING
8-31-56


150
150.31
150.39
= End Interchange
=150.34N LANE CO.
DOUGLAS CO.
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151.10 Pass Creek
151.22 Pass Creek
151.35 Pass Creek
151.71 Pass Creek
151.84 Pass Creek
S.P. Co.
(Medford Subd.)
152.42 Pass Creek
152.50 Pass Creek
153.29 Co. Rd.-to Comstock Depot
COMSTOCK
M.P. 153.95
153.95 O-Xing, Comstock Connections
153.99 Begin Raised Divider
CURTIN
M.P. 154.96
154.61 Conn. (Lt.)
154.72 Connection (Rt.)
154.91 Connection (Lt.)
155
154.96 O-Xing, Curtin Road (Co.)
Bear Creek
154.22 Conn.
155.33 155.33N - Begin Interchange
ANLAUF
M.P. 155.85
155.62 155.62N Connections
155.67 Jct. Hwy. #45 (W. Bnd.)
155.69N Jct. UMPQUA HWY. #45 (E. Bnd.)
155.84 U-Xing, Hwy. #45
156.02 155.98N Buck Creek
156.28= 156.22N End Interchange
156.34 O-Xing, Buck Crk. Road (Co.)
156.36 Begin Climbing Lane
Cl. Lane
157.35 Begin Divided Hwy.
Gettings Creek Roadside Rest Area
M.P. 140.10 (S. Bnd.)
M.P. 140.46 (N. Bnd.)
135
135.36 Mill Creek
Conn. to Hwy. #222
135.46 Begin Divided Hwy. ⑦
135.57 U-Xing, SPRINGFIELD-CRESWELL HWY. #222
135.77 Creek
135.90 Begin 2-Lane
136.00 RCBC
136.35 U-Xing, Beacon Chapel Rd. (Co.)
136.65 Creek
137.12 Cattlepass & Driveway
137.52 Cattlepass & Driveway ⑤
137.85 U-Xing, River Drive (Co.)
137.91 Tunnel Mill Race
138.36 Begin Bridge ⑥
138.41 Coast Fork-Willamette River
138.47 End Bridge
138.76 Coast Fork-Relief Opening
138.77
138.82
138.94 O-Xing, Conn. to Co. Rd. 6 ⊕
139.28 Creek
139.39 O'Xing Conn. to Co. Road
140 140.00 Gettings Creek ⑨
140.10 Entrance to Rest Area
140.46 Entrance to Rest Area
140.51 Brown Creek
140.65 U-Xing, Wright Farm Rd. (Pvt.)
141.27 ⑫
141.32 Begin Divided Hwy.
141.42 Connections
141.55 Begin 2-Lane
141.64 U-Xing, Saginaw East Rd. (Co.)
142.05 Equipment Pass
142.43 End Frontage Road
M.P. 109.00 to M.P. 127.00
0.96 Mile
109.96-127.00
99
RCBC

Fatal Accidents
Goshen-Cottage Grove
1/1/57 to 9/30/62

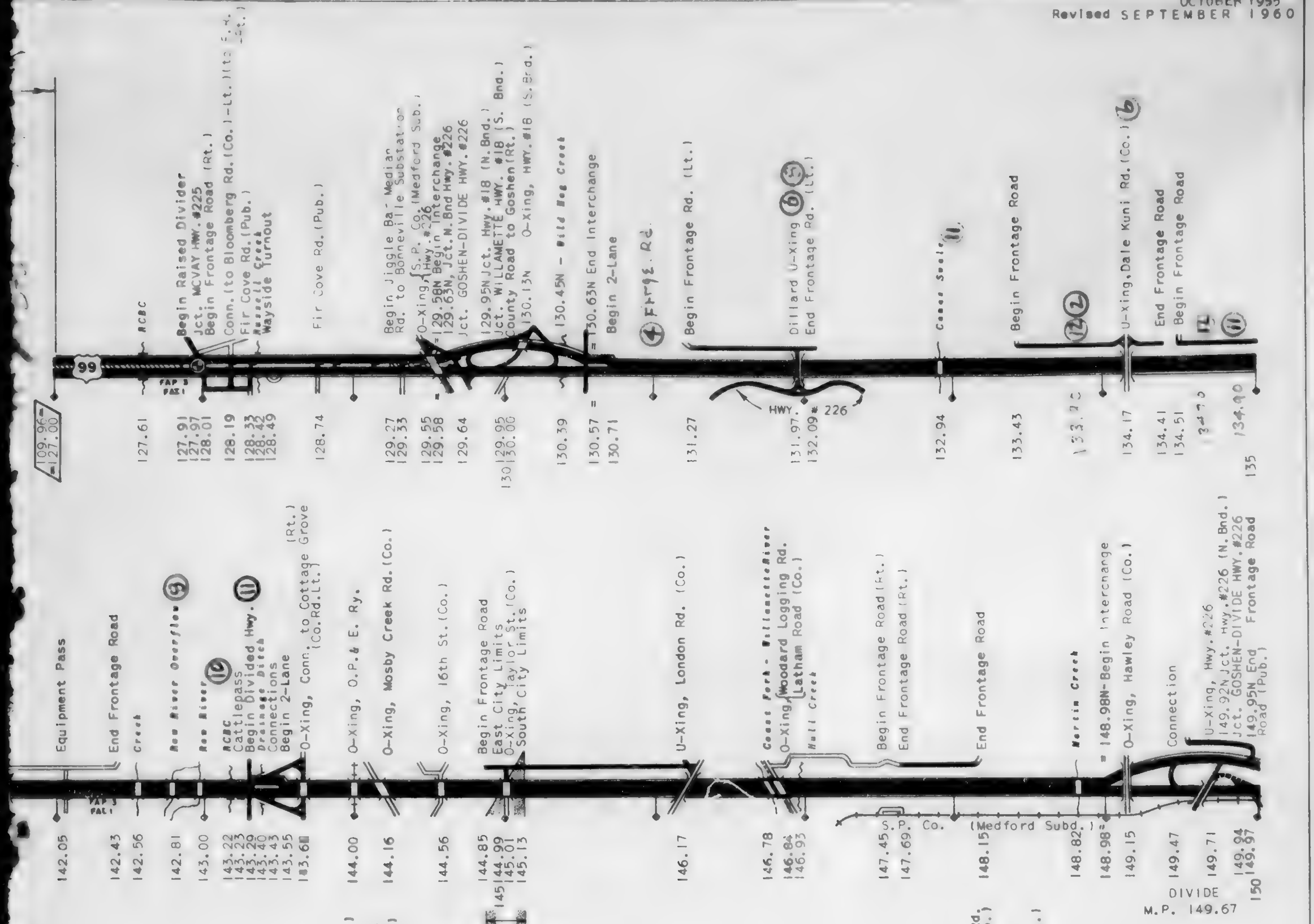
LEGEND :-

▬	1957 - 6	Fatal Acc.
▬	1958 - 3	" "
▬	1959 - 1	" "
▬	1960 - 3	" "
▬	1961 - 4	" "
▬	1962 - 2	" "
	Total 19	" "

SHEET 4 of 9

PACIFIC HIGHWAY No.1

OCTOBER 1955
Revised SEPTEMBER 1960


129.96= 127.00
99
FAP 3 PAI
127.61 RCBC
127.91 Begin Raised Divider
127.97 Jct. McVAY HWY.#225
128.01 Begin Frontage Road (Rt.)
128.19 Conn.(to Bloomberg Rd.(Co.)-Lt.)(to F.R.-Rt.)
128.33 Fir Cove Rd.(Pub.)
128.42 Russell Creek
128.49 Wayside Turnout
128.74 Fir Cove Rd.(Pub.)
129.27 Begin Jiggle Bar Median
129.33 Rd. to Bonneville Substation
129.55 O-Xing, S.P. Co.(Medford Sub.) Hwy.#226
129.58 =129.58N Begin Interchange
129.63N, Jct. N.Bnd Hwy.#226
129.64 Jct. GOSHEN-DIVIDE HWY.#226
129.95 129.95N Jct. Hwy.#18 (N.Bnd.)
130.00 Jct. WILLAMETTE HWY. #18 (S. Bnd.)
County Road to Goshen (Rt.)
130.13N O-Xing, HWY.#18 (S.Bnd.)
130.39 130.45N - Wild Hog Creek
130.57 =130.63N End Interchange
130.71 Begin 2-Lane
④ Frtge. Rd
131.27 Begin Frontage Rd. (Lt.)
131.97 Dillard U-Xing ⑥⑤
132.09 End Frontage Rd. (Lt.)
HWY. #226
132.94 Canas Scale ⑪
133.43 Begin Frontage Road
133.?0 ⑫②
134.17 U-Xing, Dale Kuni Rd.(Co.) ⑥
134.41 End Frontage Road
134.51 Begin Frontage Road
134.70 ⑪
134.90
135
142.05 Equipment Pass
142.43 End Frontage Road
142.56 Creek
142.81 Row River Overflow ⑨
143.00 Row River ⑩
143.22 RCBC
143.23 Cattlepass
143.29 Begin Divided Hwy. ⑪
143.40 Drainage Ditch
143.43 Connections
143.55 Begin 2-Lane
143.6 O-Xing, Conn. to Cottage Grove (Rt.) (Co.Rd.Lt.)
144.00 O-Xing, O.P.& E. Ry.
144.16 O-Xing, Mosby Creek Rd.(Co.)
144.56 O-Xing, 16th St.(Co.)
144.85 Begin Frontage Road
144.99 East City Limits
145.01 O-Xing, Taylor St.(Co.)
145.13 South City Limits
145
COTTAGE GROVE
146.17 U-Xing, London Rd. (Co.)
146.78 Coast Fork - Willamette River
146.84 O-Xing, Woodard Logging Rd. Latham Road (Co.)
146.93 Hull Creek
147.45 Begin Frontage Road (Rt.)
147.69 End Frontage Road (Rt.)
S.P. Co. (Medford Subd.)
148.15 End Frontage Road
148.82 Martin Creek
148.98= 148.98N-Begin Interchange
149.15 O-Xing, Hawley Road (Co.)
149.47 Connection
DIVIDE M.P. 149.67
149.71 U-Xing, Hwy.#226
149.94 149.92N Jct. Hwy.#226 (N.Bnd.)
149.97 Jct. GOSHEN-DIVIDE HWY.#226
149.95N End Frontage Road Road (Pub.)
150
Lane
157.35 Begin Divided Hwy.
158.26 O-Xing, Conn. To Co. Road
159.02 Conn. to Scotts Valley Rd.(Co.)
159.06 Connection Lt.
159.12 O-Xing, Conn. to Scotts Valley Rd. (Co.)
159.18 Begin 2-Lane
160
160.06 O-Xing, Road (Pub.)
160.48 O-Xing, Road (Pub.)
160.69 Begin Frontage Road
161.75 U-Xing, Cox Creek Rd. (Co.)
161.92 Curtis Creek
162.38 Elk Creek
99
162.96 Begin Frontage Rd.
163.14 O-Xing, Conn. to Scotts Valley Rd. (Co.)
163.33 Begin Divided Hwy.
163.50 Begin Frontage Road
163.52 Conn. to Scotts Valley Rd. (Co.)
163.87 O-Xing, Elk Head Rd. (Co.)
163.91 Begin 2-Lane
FAP 3 PAI
164.74 Begin Frontage Road
164.80 O-Xing, Conn. to Elk Head Rd.(Co.)
164.94 End Frontage Road
165

RECEIVED
OCT 30 1962
FOR FILING

9

October 30,1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering stock watering facility on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 6163, in connection with Federal-Aid Project No. I-5-3(40)169.

This work is necessary to replace facility which was disrupted by construction of a frontage road. This replacement is a right of way obligation. No special or additional benefits will accrue to the property owner by reason of this order.

This work was verbally recommended for approval by the BPR Area Engineer October 19, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DEP:mmb
Enc.

RECEIVED
OCT 26 1962

FOR FILING

6163

October 25, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering drainage facilities on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 6163, in connection with Federal-Aid Project No. I-5-3(40)169.

This work is necessary to protect embankments at structure ends during the winter. The contractor has the proper equipment on hand to do the work.

This work was verbally recommended for approval on October 15, 1962, by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mmb
Enc.

RECEIVED
OCT 1 1962
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 24	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE **Oregon**
PROJECT REPORT NO. 6	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY **Lane**
		PROJECT NO. **I-5-3(40)169**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 99 Cottage Grove to Divide

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-16-62	6.483
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,316,791.00	$ 1,210,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By
Asst **State Highway Engineer**
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **A. W. Parsons**
(Division Engineer)
By: **L. R. Backlund**
Administrative Manager
Date executed by Division Engineer **September 25, 1962**

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal Aid
Project No. I-5-3(40)169

COTTAGE GROVE-DIVIDE SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 12, 1962

Type Code 6201
Roadway (Sta. 722+70 to Sta. LS-1066+60)(Contract 6163)

Drainage Excavation, Unclassified	240	cu.yd.	$ 5.00	$ 1,200.00
General Excavation, Unclassified	10,900	cu.yd.	0.90	9,810.00
Embankment in Place	19,100	cu.yd.	0.70	13,370.00
Short Overhaul	33,200	yd.sta.	0.02	664.00
Long Overhaul	330	C-yd.sta.	0.50	165.00
Obliteration of Existing Pavement	All	Required		5,000.00
Loose Riprap	60	cu.yd.	10.00	600.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	1,300	lin.ft.	0.25	325.00
12-inch Concrete Pipe	120	lin.ft.	3.00	360.00
15-inch Concrete Pipe	86	lin.ft.	4.80	412.80
18-inch Concrete Pipe	250	lin.ft.	6.50	1,625.00
24-inch Concrete Pipe	150	lin.ft.	9.00	1,350.00
42-inch Concrete Pipe	86	lin.ft.	20.00	1,720.00
60-inch Corrugated Metal Pipe	56	lin.ft.	45.00	2,520.00
6-inch Perforated Metal Drain Pipe	36	lin.ft.	4.50	162.00
Special Backfill in Drains	8	cu.yd.	10.00	80.00
15-inch Culvert End Sections	2	only	42.00	84.00
18-inch Culvert End Sections	2	only	48.00	96.00
Salvage and Reinstall Guard Rail	920	lin.ft.	1.00	920.00
Salvage and Stockpile Guard Rail	7,200	lin.ft.	0.35	2,520.00
Metal Guard Rail	15,800	lin.ft.	2.30	36,340.00
Metal Median Barrier	10,500	lin.ft.	3.60	37,800.00
Guide Posts PW-1	380	only	6.75	2,565.00
Guide Posts PY-2	30	only	8.00	240.00
Guide Posts PY-3	1	only	10.00	10.00
Type 2 Fence	320	rod	7.00	2,240.00
Salvage and Reinstall Type 2 Fence	52	rod	4.00	208.00
16' x 48" Metal Gates	1	only	75.00	75.00
Salvage and Reinstall Metal Gate	1	only	20.00	20.00
3/4"-0 Material in Blanket Course Base	36,400	ton	1.72	62,608.00
Coarse Crushed Material in Base	134,000	ton	1.66	222,440.00
3/4"-0 Material in Base	15,500	ton	1.72	26,660.00
Sprinkling	2,800	M-gal.	3.00	8,400.00
Plant Mix Bituminous Base	16,800	ton	3.60	60,480.00
Asphalt in Bituminous Base	700	ton	32.00	22,400.00

Illumination and Flashing Beacon Installation Removal	All Required		$ 550.00
Asphaltic Concrete Mixture	45,000 ton	$ 3.60	162,000.00
Asphalt in Mixture	2,480 ton	32.00	79,360.00
Preparation of Base	All Required		400.00
3/4"-0 Material in Binder Course	150 cu.yd.	4.70	705.00
Furnishing and Placing Aggregates	830 cu.yd.	6.50	5,395.00
RC-250 Asphalt	22 ton	45.00	990.00
120-150 Asphalt	65 ton	44.00	2,860.00
RS-1 Asphalt	40 ton	50.00	2,000.00
Asphaltic Concrete Traffic Markers, Type "L"	160 lin.ft.	1.20	192.00
Removal of Existing Sign Installations	All Required		100.00
Furnish 8" HP 36# Steel Piling	129 lin.ft.	5.79	746.91
Drive Steel Piles	11 only	84.00	924.00
Metal Sign Posts	All Required		652.00
Wood Sign Posts	All Required		990.00
Type "A" Signs in Place	702 sq.ft.	6.23	4,373.46
Type "B" Signs in Place	36 sq.ft.	6.76	243.36
Type "C" and "D" Signs in Place	318 sq.ft.	3.82	1,214.76
Type "E", F" and "G" Signs in Place	72 sq.ft.	3.75	270.00
Type "P" Signs in Place	23 sq.ft.	3.75	86.25
			$791,522.54
Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Salvage Guide Posts	All Required		500.00
Remove and Replace R/W Fence at Bridge Ends	All Required		300.00
			$ 5,800.00
Utilities			
Work by Pacific Power & Light Co.	All Required		$ 655.00
	Subtotal		$797,977.54
	10% Engr. & Cont.		79,797.46
	Total		$877,775.00

Type Code X221
Main Street O'xing (Sta. LN 746+75.15 to Sta. LN 749+23.15)(Br. #7863A)
(Contract 6163)

Shoring, Cribbing, Etc.	All Required		$ 5,000.00
Structural Excavation	730 cu.yd.	$ 5.00	3,650.00
Structural Excavation Below Elevation Shown	15 cu.yd.	15.00	225.00
Furnish 10 HP 42# Steel Piling	1,825 lin.ft.	4.25	7,756.25

Drive Steel Piles	44 only	$62.00	$ 2,728.00
Splice Steel Piles	11 only	40.00	440.00
Class "A" Concrete (589 cu.yds.)	All Required		41,000.00
Metal Reinforcement (134,500 lbs.)	All Required		18,100.00
Structural Steel (Alloy 114,000 lbs.) (Carbon 126,000 lbs.)	All Required		38,000.00
8-inch Metal Drain Pipe	360 lin.ft.	3.75	1,350.00
			$118,249.25

Type Code X221
16th Street O'xing (Br. #7864A)(Sta. L 769+08.51 to Sta. L 770+18.51)
(Contract 6163)

Remodel O'xing and Maintain Traffic	All Required		$ 5,400.00
Shoring, Cribbing, Etc.	All Required		4,000.00
Structural Excavation	370 cu.yd.	$ 5.00	1,850.00
Structural Excavation Below Elevation Shown	15 cu.yd.	20.00	300.00
Furnish 10" BP 42# Steel Piling	640 lin.ft.	4.25	2,720.00
Drive Steel Piles	16 only	75.00	1,200.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete (361 cu.yds.)	All Required		26,000.00
Metal Reinforcement (95,600 lbs.)	All Required		12,300.00
Preparation of Slopes	625 sq.yd.	1.75	1,093.75
Concrete Slab Riprap	625 sq.yd.	8.25	5,156.25
8-inch Metal Drain Pipe	95 lin.ft.	3.75	356.25
			$ 60,536.25

Type Code X221
Taylor Street O'xing (Br. #7865-A)(Sta. L 792+55 to Sta. L 793+75)
(Contract 6163)

Remodel O'xing and Maintain Traffic	All Required		$ 4,800.00
Shoring, Cribbing, Etc.	All Required		2,000.00
Structural Excavation	230 cu.yd.	$ 7.00	1,610.00
Structural Excavation Below Elevation Shown	10 cu.yd.	15.00	150.00
Furnish Treated Timber Piling	3,100 lin.ft.	1.55	4,805.00
Drive Timber Piles	80 only	42.00	3,360.00
Class "A" Concrete (371 cu.yds.)	All Required		27,000.00
Metal Reinforcement (110,700 lbs.)	All Required		14,100.00
Preparation of Slopes	560 sq.yd.	1.90	1,064.00
Concrete Slab Riprap	560 sq.yd.	8.25	4,620.00
8-inch Metal Drain Pipe	55 lin.ft.	4.00	220.00
			$ 63,729.00

Type Code X021
Coast Fork Willamette River Bridge (Br. #7809A)(Sta. LN 885+82 to Sta. LN 888+12)
(Contract 6163)

Shoring, Cribbing, Etc.	All Required		$ 16,000.00
Structural Excavation	280 cu.yd.	$ 7.00	1,960.00
Structural Excavation Below Elevation Shown	25 cu.yd.	20.00	500.00
Furnish 10" BP 42# Steel Piling	765 lin.ft.	4.25	3,251.25
Drive Steel Piles	18 only	75.00	1,350.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (622 cu.yds.)	All Required		44,000.00
Metal Reinforcement (161,200 lbs.)	All Required		22,700.00
8-inch Metal Drain Pipe	55 lin.ft.	4.00	220.00
			$ 90,181.25

Type Code X221
Weyerhaeuser Road O'xing (Br. #7810B)(Sta. LN 889+22.64 to Sta. LN 891+10.64)
(Contract 6163)

Shoring, Cribbing, Etc.	All Required		$ 3,000.00
Structural Excavation	180 cu.yd.	$ 6.50	1,170.00
Structural Excavation Below Elevation Shown	10 cu.yd.	10.00	100.00
Furnish 10" BP 42# Steel Piles	1,290 lin.ft.	4.25	5,482.50
Drive Steel Piles	52 only	54.00	2,808.00
Splice Steel Piles	12 only	50.00	600.00
Class "A" Concrete (481 cu.yds.)	All Required		35,000.00
Metal Reinforcement (144,000 lbs.)	All Required		17,800.00
8-inch Metal Drain Pipe	120 lin.ft.	3.75	450.00
			$ 66,410.50

Subtotal	$399,106.25
10% Engr. & Cont.	39,909.75
Total	$439,016.00

Length of Roadway - - - - - - - - - 6.318 Miles
Length of 5 Structures- - - - - - - 0.165 Mile
Length of 5 Structures- - - - - - - 0.023 Mile (Exceptions)
Total Length- - - - - - - - - - - - 6.506 Miles
Cost of Roadway Per Mile- - - - - $138,932.41

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 877,775.00	$ 807,000.00	$ 70,775.00
Structures	439,016.00	403,000.00	36,016.00
	$1,316,791.00	$1,210,000.00	$106,791.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

COTTAGE GROVE-DIVIDE SECTION

PROJECT NO. I-5-3(40)169

Estimated cost of work by the Pacific Power and Light Company

Overhead	$145.68
Labor	558.30
Material	394.31
Equipment	61.65
Easements, Etc.	28.00
Salvage Credit	-356.30
	$831.64
State Share (80%)	$665.31
Use	$665.00

Oregon State Highway Department

Federal Aid
Project No. I-5-3(40)169

COTTAGE GROVE-DIVIDE SECTION OF THE

PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 25, 1962

Type Code 6201
Roadway (Sta. 722+70 to Sta. LS-1066+60)

Drainage Excavation, Unclassified	240	cu.yd.	3.00	$ 720.00
General Excavation, Unclassified	10,900	cu.yd.	0.50	5,450.00
Embankment in Place	19,100	cu.yd.	0.75	14,325.00
Short Overhaul	33,200	yd.sta.	0.02	664.00
Long Overhaul	330	C-yd.sta.	0.50	165.00
Obliteration of Existing Pavement	All	Required		2,500.00
Loose Riprap	60	cu.yd.	6.00	360.00
Finishing Roadbed and Slopes	All	Required		1,000.00
Rounding Cutbanks	1,300	lin.ft.	0.25	325.00
12-inch Concrete Pipe	120	lin.ft.	2.50	300.00
15-inch Concrete Pipe	86	lin.ft.	3.50	301.00
18-inch Concrete Pipe	250	lin.ft.	4.50	1,125.00
24-inch Concrete Pipe	150	lin.ft.	6.00	900.00
42-inch Concrete Pipe	86	lin.ft.	12.50	1,075.00
60-inch Corrugated Metal Pipe	56	lin.ft.	32.00	1,792.00
6-inch Perforated Metal Drain Pipe	36	lin.ft.	3.00	108.00
Special Backfill in Drains	8	cu.yd.	8.00	64.00
15-inch Culvert End Sections	2	only	35.00	70.00
18-inch Culvert End Sections	2	only	45.00	90.00
Salvage and Reinstall Guard Rail	920	lin.ft.	1.50	1,380.00
Salvage and Stockpile Guard Rail	7,200	lin.ft.	1.00	7,200.00
Metal Guard Rail	15,800	lin.ft.	2.50	39,500.00
Metal Median Barrier	10,500	lin.ft.	3.75	39,375.00
Guide Posts FW-1	380	only	7.50	2,850.00
Guide Posts FY-2	30	only	8.50	255.00
Guide Posts FY-3	1	only	9.50	9.50
Type 2 Fence	320	rods	6.50	2,080.00
Salvage and Reinstall Type 2 Fence	52	rods	4.50	234.00
16'x48" Metal Gates	1	only	100.00	100.00
Salvage and Reinstall Metal Gate	1	only	60.00	60.00
3/4"-0 Material in Blanket Course Base	36,400	tons	1.35	49,140.00
Coarse Crushed Material in Base	134,000	tons	1.25	167,500.00
3/4"-0 Material in Base	15,500	tons	1.35	20,925.00
Sprinkling	2,000	M-gal.	2.50	7,000.00
Plant Mix Bituminous Base	16,800	tons	2.90	48,720.00
Asphalt in Bituminous Base	700	tons	36.00	25,200.00
Illumination and Flashing Beacon Installation Removal	All	Required		500.00

Asphaltic Concrete Mixture	45,000 tons	3.25	$ 146,250.00
Asphalt in Mixture	2,480 tons	36.00	89,280.00
Preparation of Base	All Required		500.00
3/4" - C Material in Binder Course	150 cu.yd.	3.50	525.00
Furnishing and Placing Aggregates	830 cu.yd.	3.75	3,112.50
RC-250 Asphalt	22 tons	46.00	1,012.00
120-150 Asphalt	65 tons	42.00	2,730.00
RS-1 Asphalt	40 tons	44.00	1,760.00
Asphaltic Concrete Traffic Markers, Type "L"	160 lin.ft.	1.50	240.00
Removal of Existing Sign Installation	All Required		200.00
Furnish 8" BP 36# Steel Piling	129 lin.ft.	5.00	645.00
Drive Steel Piles	11 only	65.00	715.00
Metal Sign Posts	All Required		635.00
Wood Sign Posts	All Required		1,030.00
Type "A" Signs in Place	702 sq.ft.	7.10	4,984.20
Type "B" Signs in Place	36 sq.ft.	7.20	259.20
Type "C" and "C" Signs in Place	318 sq.ft.	3.75	1,192.50
Type "E", "F" and "G" Signs in Place	72 sq.ft.	4.00	288.00
Type "P" Signs in Place	23 sq.ft.	5.00	115.00
			$ 698,835.90

Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Salvage Guide Posts	All Required		500.00
Remove and Replace R/W Fence at Bridge Ends	All Required		300.00
			$ 5,800.00

Utilities

Work by Pacific Power & Light Co.	All Required		$ 4,000.00
Work by Pacific N.W. Bell Tel. Co.	All Required		1,000.00
			$ 5,000.00
	Subtotal		$ 709,635.90
	10% Engr. & Const.		70,963.10
			$ 780,599.00

Type Code X221
Main Street O'Xing (Sta. LN 746+75.15 to Sta. LN 749+23.15) (Br #7863A)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	730 cu.yd.	7.00	5,110.00
Structural Excavation Below Elevation Shown	15 cu.yd.	10.00	150.00
Furnish 10" BP 42# Steel Piling	1,825 lin.ft.	5.50	10,037.50
Drive Steel Piles	44 only	60.00	2,640.00

Splice Steel Piles	44 only	40.00	$ 440.00
Class "A" Concrete (589 cu.yd. at $75.00)	All Required		44,175.00
Metal Reinforcement (134,500 lb. at 0.13)	All Required		17,485.00
Structural Steel (Alloy 114,000 lbs. at $0.23) (Carbon 126,000 lb. at $0.22)	All Required		31,940.00
8-inch Metal Drain Pipe	360 lin.ft.	4.00	1,440.00
			$116,417.50

Type Code X221
16th Street O'xing (Br. #7864A)(Sta. L769+08.51 to Sta. L770+18.51)

Remodel O'Xing and Maintain Traffic	All Required		$ 5,000.00
Shoring, Cribbing, etc.	All Required		6,000.00
Structural Excavation	370 cu.yd.	5.00	1,850.00
Structural Excavation Below Elevation Shown	15 cu.yd.	10.00	150.00
Furnish 10" BP 42# Steel Piling	640 lin.ft.	5.50	3,520.00
Drive Steel Piles	16 only	70.00	1,120.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete (361 cu.yd. at $75.00)	All Required		27,075.00
Metal Reinforcement (95,600 lb. at $0.13)	All Required		12,428.00
Preparation of Slopes	625 sq.yd.	2.00	1,250.00
Concrete Slab Riprap	625 sq.yd.	8.00	5,000.00
8-inch Metal Drain Pipe	95 lin.ft.	4.00	380.00
			$ 63,933.00

Type Code X221
Taylor Street O'Xing (Br #7865-A)(Sta. L792+55 to Sta. L 793+75)

Remodel O'Xing and Maintain Traffic	All Required		$ 5,500.00
Shoring, Cribbing, etc.	All Required		4,000.00
Structural Excavation	230 cu.yd.	6.00	1,380.00
Structural Excavation Below Elevation Shown	10 cu.yd.	10.00	100.00
Furnish Treated Timber Piling	3,100 lin.ft.	1.50	4,650.00
Drive Timber Piles	80 only	50.00	4,000.00
Class "A" Concrete (371 cu.yd. at $75.00)	All Required		27,825.00
Metal Reinforcement (110,700 lb. at $0.13)	All Required		14,391.00
Preparation of Slopes	560 sq.yd.	2.00	1,120.00
Concrete Slab Riprap	560 sq.yd.	8.00	4,480.00
8-inch Metal Drain Pipe	55 lin.ft.	4.00	220.00
			$ 67,666.00

Type Code X021
Coast Fork Willamette River Bridge (Br #7809A)(Sta. LN 885+82 to Sta. LN888+12)

Shoring, Cribbing, etc.	All Required		$ 12,000.00
Structural Excavation	280 cu.yd.	8.00	2,240.00
Structural Excavation Below Elevation Shown	25 cu.yd.	15.00	375.00

Furnish 10" BP 42# Steel Piling	765 lin.ft.	5.50	$ 4,207.50
Drive Steel Piles	18 only	70.00	1,260.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (622 cu.yd. at $75.00)	All Required		46,650.00
Metal Reinforcement (161,200 lb. at $0.13)	All Required		20,956.00
8-inch Metal Drain Pipe	55 lin.ft.	4.00	220.00
			$ 88,108.50

Type Code X221

Weyerhaeuser Road O'Xing (Br #7810B)(Sta. LN 889+22.64 to Sta. LN 891+10.64)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	180 cu.yd.	5.00	900.00
Structural Excavation Below Elevation Shown	10 cu.yd.	5.00	50.00
Furnish 10" BP 42# Steel Piles	1,290 lin.ft.	5.50	7,095.00
Drive Steel Piles	52 only	60.00	3,120.00
Splice Steel Piles	12 only	40.00	480.00
Class "A" Concrete (481 cu.yd. @ $75.00)	All Required		36,075.00
Metal Reinforcement (144,000 lb. @ $0.13)	All Required		18,720.00
8-inch Metal Drain Pipe	120 lin.ft.	4.00	480.00
			$ 71,920.00

Subtotal	$408,045.00
10% Engr. & Cont.	40,804.00
Total	$448,849.00

Length of Roadway- - - - - - - - - - - - - - -6.318 miles
Length of 5 structures - - - - - - - - - - - -0.165 miles
Length of 5 structures - - - - - - - - - - - -0.023 miles (Exceptions)
Total Length - - - - - - - - - - - - - - - - -6.506 miles
Cost of Roadway per Mile - - - - - - - - - - -$123,551.59

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 780,599.00	$ 718,000.00	$ 62,599.00
Structures	448,849.00	412,000.00	36,849.00
	$1,229,448.00	$1,130,000.00	$ 99,448.00

Federal-Aid
Project No. I-5-3(40)169

Oregon State Highway Department

COTTAGE GROVE-DIVIDE SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 12, 1962

Type Code 6201
Roadway (Sta. 722+70 to Sta. LS 1066+60)

Drainage Excavation, Unclassified	240	cu.yd.	$3.00	$ 720.00
General Excavation, Unclassified	10,900	cu.yd.	0.50	5,450.00
Embankment in Place	19,100	cu.yd.	0.75	14,325.00
Short Overhaul	33,200	yd.sta.	0.02	664.00
Long Overhaul	330	C-yd.sta.	0.50	165.00
Obliteration of Existing Pavement	All	Required		2,500.00
Loose Riprap	60	cu.yd.	6.00	360.00
Finishing Roadbed and Slopes	All	Required		1,000.00
Rounding Cutbanks	1,300	lin.ft.	0.25	325.00
12-inch Concrete Pipe	120	lin.ft.	2.50	300.00
15-inch Concrete Pipe	86	lin.ft.	3.50	301.00
18-inch Concrete Pipe	250	lin.ft.	4.50	1,125.00
24-inch Concrete Pipe	150	lin.ft.	6.00	900.00
42-inch Concrete Pipe	86	lin.ft.	12.50	1,075.00
60-inch Corrugated Metal Pipe	56	lin.ft.	32.00	1,792.00
6-inch Perforated Metal Drain Pipe	36	lin.ft.	3.00	108.00
Special Backfill in Drains	8	cu.yd.	8.00	64.00
15-inch Culvert End Sections	2	only	35.00	70.00
18-inch Culvert End Sections	2	only	45.00	90.00
Salvage and Reinstall Guard Rail	920	lin.ft.	1.50	1,380.00
Salvage and Stockpile Guard Rail	7,200	lin.ft.	1.00	7,200.00
Metal Guard Rail	15,800	lin.ft.	2.50	39,500.00
Metal Median Barrier	10,500	lin.ft.	3.75	39,375.00
Guide Posts, PW-1	380	only	7.50	2,850.00
Guide Posts, PY-2	30	only	8.50	255.00
Guide Posts, PY-3	1	only	9.50	9.50
Type 2 Fence	320	rod	6.50	2,080.00
Salvage and Reinstall Type 2 Fence	52	rod	4.50	234.00
16' x 48" Metal Gates	1	only	100.00	100.00
Salvage and Reinstall Metal Gate	1	only	60.00	60.00
3/4" - 0 Material in Blanket Course Base	36,400	ton	1.35	49,140.00
Coarse Crushed Material in Base	134,000	ton	1.25	167,500.00
3/4" - 0 Material in Base	15,500	ton	1.35	20,925.00
Sprinkling	2,800	M-gal.	2.50	7,000.00
Plant Mix Bituminous Base	16,800	ton	2.90	48,720.00
Asphalt in Bituminous Base	700	ton	36.00	25,200.00
Illumination and Flashing Beacon Installation Removal	All	Required		500.00
Asphaltic Concrete Mixture	45,000	ton	3.25	146,250.00
Asphalt in Mixture	2,480	ton	36.00	89,280.00
Preparation of Base	All	Required		500.00
3/4" - 0 Material in Binder Course	150	cu.yd.	3.50	525.00

Furnishing and Placing Aggregates	830 cu.yd.	$3.75	$ 3,112.50
RC-250 Asphalt	22 ton	46.00	1,012.00
120-150 Asphalt	65 ton	42.00	2,730.00
RS-1 Asphalt	40 ton	44.00	1,760.00
Asphaltic Concrete Traffic Markers, Type "L"	160 lin.ft.	1.50	240.00
Removal of Existing Sign Installations	All Required		200.00
Furnish 8" BP 36# Steel Piling	129 lin.ft.	5.00	645.00
Drive Steel Piles	11 only	65.00	715.00
Metal Sign Posts	All Required		635.00
Wood Sign Posts	All Required		1,030.00
Type "A" Signs in Place	702 sq.ft.	7.10	4,984.20
Type "B" Signs in Place	36 sq.ft.	7.20	259.20
Type "C" and "D" Signs in Place	318 sq.ft.	3.75	1,192.50
Type "E", "F" and "G" Signs in Place	72 sq.ft.	4.00	288.00
Type "P" Signs in Place	23 sq.ft.	5.00	115.00
			$698,835.90

Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Salvage Guide Posts	All Required		500.00
Remove and Replace R/W Fence at Bridge Ends	All Required		300.00
			$ 5,800.00

Utilities

Work by Pacific Power & Light Co.	All Required		$ 4,000.00
Work by Pacific NW Bell Tel. Co.	All Required		1,000.00
			$ 5,000.00
	Subtotal		$709,635.90
	10% Engr. & Cont.		70,963.10
	Total		$780,599.00

Type Code X221
Main Street O'xing (Sta. LN 746+75.15 to Sta. LN 749+23.15)(Br. #7863A)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	730 cu.yd.	$7.00	5,110.00
Structural Excavation Below Elevation Shown	15 cu.yd.	10.00	150.00
Furnish 10" BP 42# Steel Piling	1,825 lin.ft.	5.50	10,037.50
Drive Steel Piles	44 only	60.00	2,640.00
Splice Steel Piles	44 only	40.00	440.00
Class "A" Concrete (589 cu.yd. at $75.00)	All Required		44,175.00
Metal Reinforcement (134,500 lb. at $0.13)	All Required		17,485.00
Structural Steel (Alloy 114,000 lb. at $0.23)(Carbon 126,000 lb. at $0.22)	All Required		31,940.00

8-inch Metal Drain Pipe	360 lin.ft.	$ 4.00	$ 1,440.00
			$116,417.50

Type Code X221
16th Street O'xing (Br. #7864A)(Sta. L 769+08.51 to Sta. L 770+18.51)

Remodel O'xing and Maintain Traffic	All Required		$ 5,000.00
Shoring, Cribbing, etc.	All Required		6,000.00
Structural Excavation	370 cu.yd.	$ 5.00	1,850.00
Structural Excavation Below Elevation Shown	15 cu.yd.	10.00	150.00
Furnish 10" BP 42# Steel Piling	640 lin.ft.	5.50	3,520.00
Drive Steel Piles	16 only	70.00	1,120.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete (361 cu.yd. at $75.00)	All Required		27,075.00
Metal Reinforcement (95,600 lb. at $0.13)	All Required		12,428.00
Preparation of Slopes	625 sq.yd.	2.00	1,250.00
Concrete Slab Riprap	625 sq.yd.	8.00	5,000.00
8-inch Metal Drain Pipe	95 lin.ft.	4.00	380.00
			$ 63,933.00

Type Code X221
Taylor Street O'xing (Br. #7865-A)(Sta. L 792+55 to Sta. L 793+75)

Remodel O'xing and Maintain Traffic	All Required		$ 5,500.00
Shoring, Cribbing, etc.	All Required		4,000.00
Structural Excavation	230 cu.yd.	$ 6.00	1,380.00
Structural Excavation Below Elevation Shown	10 cu.yd.	10.00	100.00
Furnish Treated Timber Piling	3,100 lin.ft.	1.50	4,650.00
Drive Timber Piles	80 only	50.00	4,000.00
Class "A" Concrete (371 cu.yd. at $75.00)	All Required		27,825.00
Metal Reinforcement (110,700 lb. at $0.13)	All Required		14,391.00
Preparation of Slopes	560 sq.yd.	2.00	1,120.00
Concrete Slab Riprap	560 sq.yd.	8.00	4,480.00
8-inch Metal Drain Pipe	55 lin.ft.	4.00	220.00
			$ 67,666.00

Type Code X021
Coast Fork Willamette River Bridge (Br. #7809-A)(Sta. LH 885+82 to Sta. LH 888+12)

Shoring, Cribbing, etc.	All Required		$ 12,000.00
Structural Excavation	280 cu.yd.	$ 8.00	2,240.00
Structural Excavation Below Elevation Shown	25 cu.yd.	15.00	375.00
Furnish 10" BP 42# Steel Piling	765 lin.ft.	5.50	4,207.50

Drive Steel Piles	18 only	$70.00	$ 1,260.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (622 cu.yd. at $75.00)	All Required		46,650.00
Metal Reinforcement (161,200 lb. at $0.13)	All Required		20,956.00
8-inch Metal Drain Pipe	55 lin.ft.	4.00	220.00
			$ 88,108.50

Type Code X221
Weyerhaeuser Road O'xing (Br. #7610-B)(Sta. LH 889+22.64 to Sta. LH 891+10.64)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	180 cu.yd.	$ 5.00	900.00
Structural Excavation Below Elevation Shown	10 cu.yd.	5.00	50.00
Furnish 10" BP 42# Steel Piles	1,230 lin.ft.	5.50	6,765.00
Drive Steel Piles	49 only	60.00	2,940.00
Splice Steel Piles	12 only	40.00	480.00
Class "A" Concrete (481 cu.yd. at $75.00)	All Required		36,075.00
Metal Reinforcement (144,000 lb. at $0.13)	All Required		18,720.00
8-inch Metal Drain Pipe	120 lin.ft.	4.00	480.00
			$ 71,410.00
	Subtotal		$407,535.00
	10% Engr. & Cont.		40,753.00
	Total		$448,288.00

Length of Roadway - - - - - 6.318 Miles
Length of 5 Structures- - - 0.165 Mile
Length of 5 Structures- - - 0.023 Mile (Exceptions)
Total Length- - - - - - - - 6.506 Miles
Cost of Roadway Per Mile- - $123,551.59

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 780,599.00	$ 718,000.00	$62,599.00
Structures	448,288.00	412,000.00	36,288.00
	$1,228,887.00	$1,130,000.00	$98,887.00

RECEIVED
SEP 10 1962
FOR FILING

6163

September 10, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging costs on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 6163, in connection with Federal-Aid Project No. I-5-3(40)169.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DRP:jb
Enc.

FORM E-122X 100M 4-62
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

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SEP 6 1962
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6163

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 6, 1962

Pacific Power & Light Company
Public Service Building
Portland 4, Oregon

ATTENTION: Mr. R. H. Sallee

Re: Power Line Adjustment
Cottage Grove-Divide Section
Pacific Highway - Lane County
Project No. I-5-3(40)169

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of August 31, 1962.

Prior to beginning work you are requested to do the following:

(1) Contact Mr. D. J. Sage, District Maintenance Superintendent for District 3-A, P.O. Box 1269, Eugene, Phone DI. 2-1361, Ext. 287, in regard to obtaining a permit for crossing over or relocating on State Highway right of way.

(2) Contact Mr. C.C. Gall, 1410 Orchard Street, Eugene, Phone DI. 2-1361, Ext. 298, at least three (3) days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work done subsequent to August 31, 1962, will be made in the amount of $665.31 in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement. Please include the date you begin work and the date the work is completed on your bill.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
cc: General Files
L. H. Young
C. H. Maison
A. W. Parsons
L. R. Chandler
C. C. Gall
D. J. Sage
P. R. Barnhart

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1962
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477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 31, 1962

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

08-35.2-0

Oregon Project I-5-3(40)169, Cottage Grove-Divide Section
Pacific Power & Light Company Utility Adjustment

Our memorandum dated July 17, 1962 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated August 9, 1962, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated August 21, 1962, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated August 23, 1962. Reimbursement on an agreed lump sum basis of $665.31 is approved.

Our authorization memorandum dated July 17, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. This is the first adjustment included in the project estimate so authorized. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

original To Young
9-4-62

NOTED

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SEP 13 1962
FOR FILING

6163

August 16, 1962

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission on August 9, 1962, accepted your proposal for paving, structures (5), and signing on Cottage Grove-Divide Section of the Pacific Highway in Lane County for the sum of $1,190,628.79 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6163. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Floyd Query

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:

Pacific Builder & Engineer, Inc.
1945 Yale Place North
Seattle 2, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Daily Journal of Commerce
P. O. Box 932
Portland, Oregon
Attention: News Room

Frank Morgan

L. H. Young

R. G. Savage

I. D. Merchant

fkn

NOTED
J. Mc C.

RECEIVED
[illegible] 1962
FOR FILING
I-5-3(40)169
6163

477 Cottage Street, N.E.
Salem, Oregon

August 16, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-3(40)169
Cottage Grove-Divide Section
Paving, Structures and Signing

As requested by Mr. Young's letter of August 15, 1962 advising that all rights-of-way or rights-of-entry have been acquired and access rights have been or are in the process of being acquired as well as furnishing copies of satisfactory Staff Attorney's letters concerning utility adjustments for the subject project, we hereby concur, as of this date, in award of Contract No. 6163 to Warren Northwest, Inc. of Portland, Oregon, low bidder in the amount of $1,190,628.79 at the August 8, 1962 bid opening.

Your Staff Attorney's August 9, 1962 letter to Pacific Power and Light Company is considered to be satisfactory based upon the understanding that the poles mentioned therein were on private property before the construction of the existing highway and the State is obligated to reimburse the utility company as outlined therein. A copy of the easement from W. E. Burkett to the power company is requested for our records.

original To Young
8-17-62

RECEIVED
UG 16 1962
FOR FILING

August 15, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for the Cottage Grove-Divide Section, 6.54 miles of paving, structures and signing on the Pacific Highway in Lane County, Project I-5-3(40)169, to Warren Northwest, Inc., on the basis of the bid of $1,190,628.79 submitted on August 8, 1962.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

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1 1962
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-5-3(40)169

R. L. PORTER

August 10, 1962

Warren Northwest, Inc.
9860 N. E. Hancock Drive
P. O. Box 5072
Portland 13, Oregon

Re: Cottage Grove-Divide Section
Pacific Highway
Lane County
I-5-3(40)169

ATTENTION: Mr. R. E. Batie

Gentlemen:

The Special Provisions on this contract do not require you to furnish railroad protective insurance. It will be necessary, however, to perform work on Southern Pacific Railroad property during the construction of the "F_3" line between Station 13+60 and Station 27+70 and also during the construction of the road approach on the extreme westerly end of the F_3 line.

Please, therefore, arrange to provide Railroad Protective Insurance in favor of the Southern Pacific Railroad Company in the following amounts:

Coverages	Each Person	Each Occurrence	Aggregate
Coverage A: Bodily Injury Liability	$250,000	$500,000	Not Applicable
Coverages B & C: Property Damage Liability and Physical Damage to Property	Not Applicable	$250,000	$500,000

Such insurance shall be approved by the Railroad before any work is performed on Railroad property and shall be carried until all work required to be performed on or adjacent to the Railroad's property under the terms of the contract is satisfactorily completed as determined by the Engineer, and thereafter until all tools, equipment and materials have been removed from Railroad's property and such property is left in a clean and presentable condition.

NOTED
R. L. PORTER

Please furnish us with a certificate of insurance covering the policy and send the original directly to the Southern Pacific Railroad Company at Union Station, Portland.

The Railroad Company may also require certification of (1) your Public Liability and Property Damage Liability Insurance Policy and (2) your Protective Public Liability and Property Damage Liability Insurance Policy. If so, please provide them with this certification:

A certification on the insurance shall guarantee that the policy will not be amended, altered, modified or canceled insofar as the coverage contemplated hereunder is concerned, without at least ten (10) days' notice mailed by registered mail to the Engineer and to Railroad.

The approximate percentage of the estimated cost of the work on, over or under the Railroad's property to the total estimated contract cost is 1 per cent.

The Highway Department will reimburse you for the actual cost involved with providing this insurance. This will be accomplished by executing a Price Agreement.

I enclose a copy of our Railroad Protective Liability form dated June, 1961. Four copies of page 6 showing the area involved are also enclosed. You will note that crossing of the existing railroad fence will not be required.

Very truly yours,

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

encs.
FBK:hjh

cc: G. S. Paxson
R. L. Porter ✓
L. R. Chandler (with copy of sketch)

RECEIVED
0 1962
FOR FILI

I-5-3(40) 169

Southern Pacific Company
65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF
WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES

S-2708-B

IN REPLY PLEASE REFER TO
911/311

August 8, 1962

Mr. L. I. Lindas
Chief Counsel
State of Oregon
State Highway Department
Salem 10, Oregon

Dear Sir:

This refers to your joint letter of July 12, file R-33306, Cottage Grove-Divide Section Pacific Highway, in connection with the State's proposed acquisition of a described parcel of land for the Cottage Grove-Divide Section of the Pacific Highway near our railroad station of Divide.

The reasons which preclude acceptance by Southern Pacific Company of the offer contained in your letter of July 12 have been explained in telephone conversations between your Mr. Paxson and our Mr. Kruttschnitt, and it is our understanding that Mr. Paxson has conveyed this information to you.

We are agreeable to your further handling of this matter along the lines discussed during those conversations.

Yours very truly,

HM Williamson

cc: Mr. G. S. Paxson
Deputy State Highway Engineer

NOTED
G. S. PAXSON

RECEIVED
AUG 10 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

FOR FILING
I 5-3(40)169

477 Cottage Street N.E.
Salem, Oregon

August 1, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-3(40)169
Cottage Grove-Divide Section
Utility Adjustments

Mr. Young's July 30, 1962 letter furnished copies of your Staff Attorney's letters to Pacific Power and Light Company and Pacific Northwest Bell Telephone concerning the subject project.

Your July 12, 1962 status of utility report implied some of these utility facilities were on public right-of-way within the access control line. The above-mentioned letters now indicate that most of the facilities are on private right-of-way; however, these facilities appear to be on your previously existing right-of-way according to your right-of-way plans for Project I-5-3(19)169.

Prior to our concurrence in award for the contract for the Cottage Grove-Divide Section or our authorization to proceed with utility adjustments, we would appreciate receiving clarification on this matter in order that a determination on eligibility for Federal participation can be made.

original To Young
8-3-62

RECEIVED
AUG 1 1962
FOR FILING

[illegible]

[illegible]

FORM E-30X—30M—11-61—60231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1962

SUBJECT: **Cottage Grove Divide Section**

To MEMO TO THE FILES

Pop Chandler called today and requested that we allow contractors the use of the Rattle Snake Butte Quarry for the production of aggregates on this project. Yesterday we received another request from the Division requesting that the McReynolds Quarry be listed as a prospective source, and a letter to the contractors has gone out advising them that they may use this McReynolds Quarry providing they pay us a fee of $6,000.00.

In light of these facts, we are reluctant to issue another letter, particularly as the time is short before the bid opening. Nevertheless, I have instructed Mr. Chandler to inform all contractors that we will allow the use of this Rattle Snake Butte Quarry, provided that the contractor agrees to pay the Bureau of Land Management (from whom we have a use permit) for all timber removed or damaged during the operation. The contractor would also be required to leave the quarry area in a neat and orderly condition.

F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter ✓
L. H. Young
L. R. Chandler

RECEIVED
AUG 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
JUL 30 1962
FOR FILING

July 30, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Cottage Grove-Divide Section
Pacific Highway
Lane County
Project No. I-5-3(40)169

Dear Sir:

Herewith are two copies each of our Staff Attorney's letters to Utilities describing adjustments necessary in connection with construction on the subject project:

Pacific Power and Light Company for power line adjustments.

Pacific Northwest Bell Telephone Company for telephone line adjustments.

The adjustments are necessary to conform to Interstate standards covering service and maintenance outside of the right of way. Estimates and sketches as required will be submitted as soon as received from the Utilities.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enclosures

DBP:cr

JOSEPH W. SMITH, CHAIRMAN
KLAMATH FALLS
JOHN P. AMACHER, WINCHESTER
ROLLIN E. BOWLES, PORTLAND
TALLANT GREENOUGH, COQUILLE
MAX WILSON, JOSEPH

RECEIVED
21 1962
FOR FILING

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 4136
PORTLAND 8

July 20, 1962

State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

We have received a report of a field investigation of your project Cottage Grove-Divide Section of Pacific Highway.

The planned culvert for Pass Creek will cause no problem to the fishery resource.

Thank you for allowing us to comment upon this project.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:sm

cc: Wm. D. Clothier, OFC

NOTED
G. S. PAXSON

Copies to Fred Klaboe
Frank Hall

RECEIVED
JUL 23 19
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1962

FOR FILING
I 5-3(40)16-9

July 17, 1962

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Attention Mr. Kendrew

Dear Sir:

Re: Cottage Grove-Divide Section
Pacific Highway, Lane County

I am enclosing herewith one print each from our Sheets 5 and 6 of the above-captioned section. These sheets show the Divide Interchange and particularly that property owned by Mr. A. Lindstrom, just north of your main line. If you will refer to Sheet No. 6, you will note the two grade crossings of your tracks, one of them opposite Station $F_3$24+60 and the other approximately 340 feet westerly and just beyond the end of our service road construction. The first of these crossings serves Mr. Lindstrom and we have filed condemnation on the property outside the disputed area and in this condemnation are extinguishing any right of access to the interstate highway lying south of the railroad track. We would continue our access control fences south of the railroad track, across the present road, and will obliterate the existing pavement in that area. Mr. Lindstrom will be allowed access to the F_3 line, which is the service road.

The westerly crossing serves Mr. A. Hance, and we have purchased any access rights he had to the old route to the interstate highway and have agreed to allow him access at the easterly line of his property to the service road. I do not believe that our dealings for the Hance property will bring up any question as to conflict of ownership between your company and Hance. We would, however, like to have a construction easement to bring his present private road up to the end of our service road construction so that he may be properly connected with it. It would seem that if either or both of these crossings are private crossings of the track, the permit could be revoked as they will lead no place after they get to the southerly railroad right-of-way line.

There is an area of property lying westerly from the end of the service road and between the railroad and the new interstate highway. All of this property which could possibly be served from the abandoned Pacific Highway is owned by the State and we have no reason to request access to it.

I trust that this information and these plans will clear up the matter for you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
enc. (2)

cc Mr. H. M. Williamson
(with one copy of each sheet)

bc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. W. T. Wright
Mr. F. B. Klaboe

RECEIVED
[illegible] 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

July 17, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-3(40)169
Cottage Grove-Divide Section
Paving, Structures and Signing

We have approved, as of this date, the P. S. and E. documents for the subject project.

This is to authorize your advertising of the project for bids, with the understanding that all necessary right-of-way parcels are available for the contractor's use except for three parcels. Mr. Wright's July 13, 1962 letter indicates that condemnation suits will be filed on these parcels no later than tomorrow, if necessary.

Use of the plant mix bituminous base as justified by Mr. Klaboe's July 16, 1962 letter is approved with the understanding that the special provisions will be modified to eliminate one-course construction. However, we would agree to placing a portion of this base in one lift and if satisfactory compaction is obtained, either concur to so place the balance of such base on this project under an appropriate price agreement or to utilize the results of such a procedure for guidance in future designs.

Your project estimate includes costs for two utility adjustments which were not included under the character of the proposed work on the program form. We are approving inclusion of such work as a program change and you are authorized to proceed with preparatory work, therefor, effective July 17, 1962. Authorization to proceed with actual adjustments is withheld until utility plans, detailed estimates and agreements are furnished to and approved by this office.

Concurrence in award of contract will be withheld pending receipt of evidence that satisfactory agreements have been reached in connection with the above mentioned utility work and that all rights-of-way or rights-of-entry and access rights have been or are in the process of being acquired.

original To Young
7-18-62

NOTED
R. L. PORTER

Mr. Cooper

RECEIVED
JUL 16 1962
FOR FILING

FORM E-[illegible] 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 13, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Right of Way Status
Cottage Grove-Divide Section
Pacific Highway
Lane County
Structures and Signing

Dear Sir:

All rights of way and rights of entry have been obtained on this project, except for the following files needed for access roads.

File No. 33304	Alsea Hawley	$ 1,050
33305	Lindstrom	100
33306	Southern Pacific Company	——
	TOTAL	$ 1,150

The Lindstrom and Southern Pacific Company files are enmeshed in title difficulties, so that a suit is required to quiet title. The Railroad is agreeable to this process.

The Alsea Hawley file has been exhaustively negotiated with an owner whose list of impossible demands continues to grow with each new contact.

Suits in condemnation will be files no later than the date of advertising, Wednesday, July 18, 1962.

Very truly yours,

L. I. Lindas
Chief Counsel

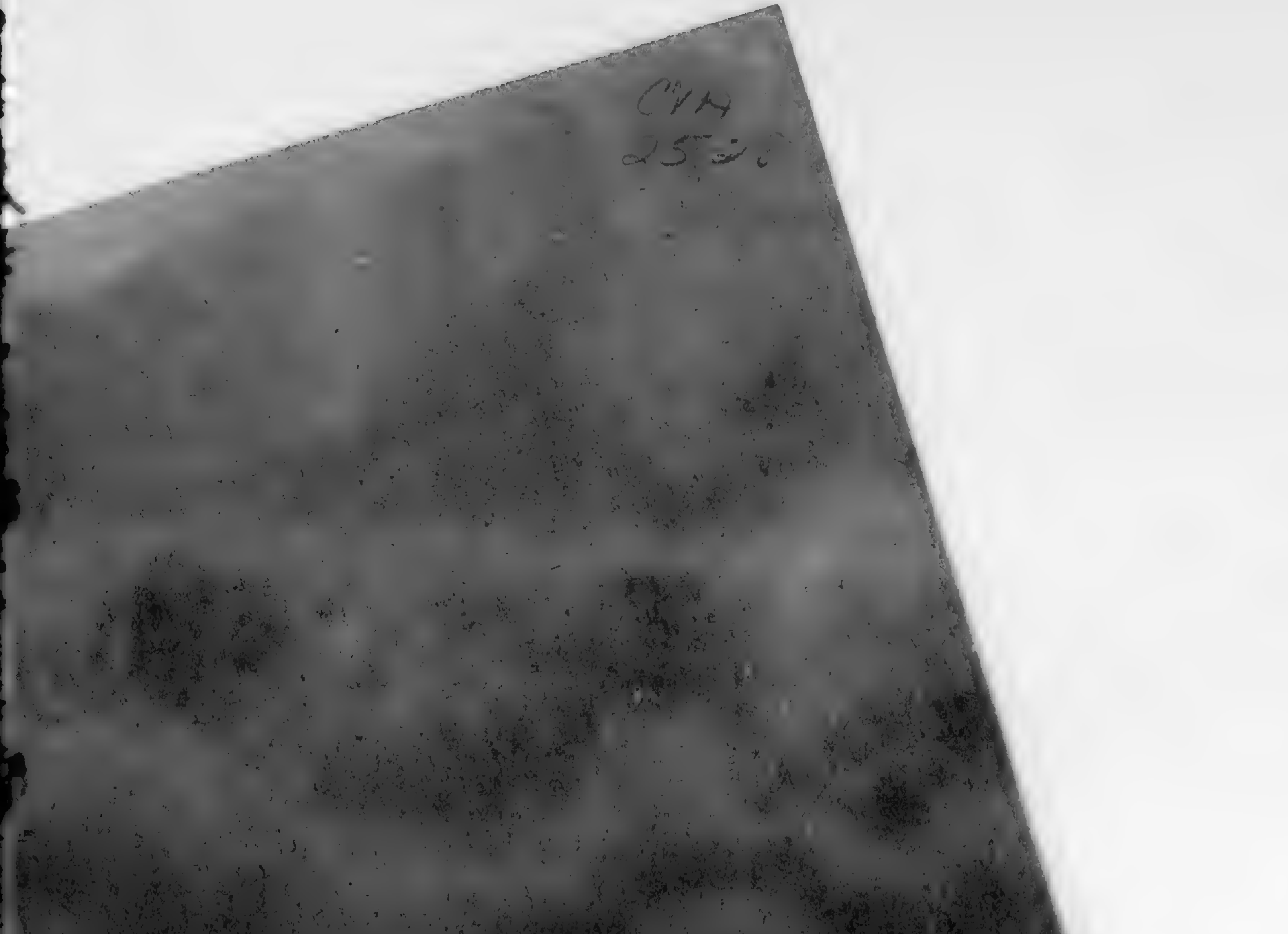
By

Walter T. Wright
Right of Way Engineer

NOTED
FORREST COOPER

RECEIVED
JUL 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

S-164(4) Grant St. Br. over S. Santiam 1962
River, Lebanon-Crabtree Corner
#6164 Co. Rd. in Lebanon



CVH
2530

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-[illegible]-[illegible]	[illegible]		[illegible]-1[illegible]1-097

Contract 6164
S-164 (4)

RECEIVED
JUNE
ENGINEER
COUNTY & CITY

INVOICE NUMBER 81928

Linn County
Courthouse
Albany, Oregon

Att: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Grant Street Bridge, FAS 712. Covered by agreement dated December [illegible], 1961.			
County advance deposit		76,200.00	
Amount previously transferred		60,000.00	
			16,200.00
County share construction cost		65,304.18	
Less amount previously transferred		60,[illegible].00	
			5,304.18
Refund due county			10,895.82

ACKNOWLEDGMENT OF BILLING REQUEST

Request $

A 150 (REVISED 7-60)

NOT
H. S. C

June 22, 1964

Linn County Court
Courthouse
Albany, Oregon

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
R. M. ALLISON

Gentlemen:

Final costs are now available on the Grant Street Bridge Section of FAS 212, Contract No. 6164, as shown on the enclosed cost statement.

In accordance with an agreement dated December 8, 1961, the amount of $10,895.82 is due the County. You will receive a refund in this amount from our accounting division.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

NOTED
V R JONES

RECEIVED
MAY 14 1964
FOR FILING

2-4(6)

1164

May 6, 1964

The Honorable Burl Ingram
County Commissioner of Linn County
Linn County Courthouse
Albany, Oregon

Dear Mr. Ingram:

I shall be happy to attend the dedication of the Grant Street Bridge in Lebanon scheduled for 10 a.m. on May 12.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

(Talk given from notes)

RECEIVED
OCT 7 1963

FOR FILING

[illegible]

6164

October 4, 1963

Peerless Insurance Co.,
Rathbone, King & Seeley
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

On August 26, 1963, we wrote to you concerning release of final payment on contract #6164, awarded to Teeples & Thatcher, for construction of the Grant St. Bridge in Lebanon, on the Lebanon-Crabtree Corner County Road (FAS 212) in Linn County.

Final payment on this contract is $28,132.61 and the total contract amount is $336,597.16. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Teeples & Thatcher
8850 Otty Road
Portland 66, Oregon

cc: C. H. Maison
Attn.: John Herr

EARL D. TEEPLES
Res. ATlantic 7-[illegible]

W. E. THATCHER
Res. ALpine 4-9650

Teeples & Thatcher, Contractors

Buildings, Millwork and Cabinets
General and Heavy Construction

Phone Number
PRospect 5-4374

8850 S. E. OTTY ROAD
PORTLAND 66, OREGON

RECEIVED
DEC 24 1963
FOR FILING
5-11-7(4)
6164

November 21, 1962

Jack Davis, Resident Bridge Engineer
State of Oregon
State Highway Department
645 South Second Street
Corvallis, Oregon

Re: Grant Street Bridge
Lebanon, Oregon

Dear Jack:

As you know the flooding Santiam River destroyed the false work erected for the steel erection. This loss by itself will set us back about 15 working days in our schedule. It also will cause additional delays for the steel erection.

We would appreciate it if you could take this loss into consideration in determining the workdays charged against the Contract.

Sincerely yours,

TEEPLES & THATCHER

Harry Pajutee
HP/hf

Teeples & Thatcher, Inc.

Buildings, Millwork and Cabinets
General and Heavy Construction

Phone Number
PRospect 5-4374

8850 S. E. OTTY ROAD
PORTLAND 66, OREGON

September 19, 1963

State of Oregon
State Highway Department
Salem 10, Oregon

Re: Grant St. Bridge, Lebanon, Ore.
Contract #6164

Attention Mr. P. M. Stephenson

Gentlemen:

We are in receipt of a letter from your Bridge Engineer, Ivan Merchant dated September 11, 1963, in regards to the time extention on the subject project.

We do not feel that Mr. Merchant's decision is fair and we cannot accept it. Herewith we appeal to you and to the State Highway Engineer to review the matter and we hope that our request for the additional five days to complete the Contract can be granted without penalty.

Our original request for the time extention pointed out that we lost about fourteen work days because of the flood last November which took out the falsework. On November 21, 1962, we wrote to the Resident Engineer Jack Davis informing him of the delay the loss had caused. We also requested that this loss be taken into consideration in determining workday charges against the Contract. This delay has never been taken into consideration.

The late delivery of the handrail was beyond our control as we have pointed out in our previous correspondence. The approved shop drawings on the handrail were returned to Portland Wire & Iron from the State on June 12, 1963 although the original submittal to the State was on October 9, 1962.

We also would like to point out to you that these additional five days have not caused any extra expense or inconvenience to the State or to the County. It will be several months before this structure can be put into operation.

Throughout the duration of the Contract, our personnel on the project cooperated fully with the representatives of the State Highway Department. Several items where apparent mistakes were made by the State personnel were corrected by us at added expense to us, without reimbursement. Our crews were cut down in June because of the delay in handrail delivery and certainly cannot be held against us.

We would be happy to meet with you at your convenience to discuss this matter and to reach a fair decision and an acceptable solution. We have enjoyed working with you and with the Bridge Department in the past and we hope that this good relationship will continue in the future. We therefore feel it is important that this matter be cleared up without complications or hard feelings.

Sincerely yours,
TEEPLES & THATCHER, INC.
Harry Pajute
Harry Pajute

NOTED
P. M. STEPHENSON

HP/hf
enc

RECEIVED
SEP 12 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 11, 1963

Peeples & Thatcher, Inc.
8850 S. E. Otty Road
Portland 66, Oregon

Attention: Mr. Harry Pajutee

Gentlemen:

Re: Grant Street (Lebanon) Bridge
Contract No. 6164

I have your letter of August 27, 1963 requesting reconsideration of your recent request for a 5-day time extension which I denied.

A detailed review of the contract records fails to substantiate any of the items cited in your letter of August 27 as reasons for granting an extension without assessment of liquidated damages. These records consisting of workday count reports, resident engineers weekly construction reports, and letters of transmittal on rail and structural steel details are all available for your inspection should you care to come in and look them over. Generally, the records indicate very good progress on the job until mid-June 1963, and very poor progress from that time until completion, and that ample allowance for inclement weather was made in the workday count with no protests filed.

In our pre-steel erection conferences, I stressed the fact that I was primarily concerned with the time of erection for the structural steel, and should the condition arise where steel erection would be subject to flood hazard, I would issue a stop order on the work in order to prevent damage to or loss of steel. Your construction program was such that you did not request a stop order.

I see no reason to change my opinion expressed in my letter denying your request.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG/mm
cc: Mr. Jack Davis
Mr. Ray Asburry
Mr. P. M. Stephenson ✓

RECEIVED
SEP 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

RECEIVED
AUG 29 1963

FOR FILING

1-164 (J)

6164

KARL [illegible] TEEPLES
Res. [illegible]

W. E. THATCHER
Res. ALpine 4-9650

Teeples & Thatcher, Inc.

Buildings, Millwork and Cabinets
General and Heavy Construction

Phone Number
PRospect 5-4374

8850 S. E. OTTY ROAD
PORTLAND 66, OREGON

August 27, 1963

State Of Oregon
State Highway Department
Salem 10, Oregon

Attn: Mr. Iran D. Merchant - Bridge Engineer

Re: Grant Str. Bridge - Lebanon

Gentlemen:

We are in receipt of your letter dated Aug. 20, 1963, in regards to the time extention.

We can not agree with your conclussion on the matter and we feel that you have been missinformed. Your statement that this project was not properly manned is not true.

We worked on this project over periods of two and a half months, sixty hours per week, six days each week , each day 10 hours.

We were ready for the structural steel on the project by the end of October, 1962. However, it took about 2 - 3 weeks longer than anticipated to have the shopdrawings approved by the state. Because of that delay we were not able to erect the steel untel last part of January.

Shopdrawings on the handrail were sent to the state for the approval on Oct. 9, 1962. The handrail posts were approved and drawings returned on Feb. 28, 1963, However the approved drawings on the handrail were not returned to us until June 12, 1963.

Several working days were wasted because of lack of the grades, which were the responsibility of the State.

The last winter and spring were very wet as the weather bureau records will substantiate. Many working days were lost because of the adverse weather conditions, which made the work impossible and impractical.

In discussing the possible delay in completion of this project with you earlier this year and also with your resident engineer, we were lead to believe that early completion was not essential, because the county did not have adequate funds for the approch coustruction available until late 1963 , and therefor extention of time if needed will be granted.

We hope that the time extention matter can be reconsidered and solved withour any further complications. We feel that under the circumstances we are entitled to the additional five days extention of our contract without a penalty.

NOTED
R. L PORTER

It is unfortunate that the completion of our contract took five days longer than allowed in contract, however to penalise us for it would not be fair nor right.

Sincerely,

TEEPLES & THATCHER, INC.

Harry Pajutee

cc: P. M. Stephenson - Asst. State Highway Engineer
Forrest Cooper - State Highway Engineer

ct

R
AUG 28 1963
OFFICE OF
STATE HIGHWAY ENGIN

RECEIVED
AUG 28 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 2 7 1963
FOR FILING

6164

August 26, 1963

Peerless Insurance Company
Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

Gentlemen:

Contract No. 6164 awarded to Teeples and Thatcher for bridge construction on Lebanon (Grant Street Bridge) on Lebanon-Crabtree Corner County Road, FAS 212, in Linn County, was completed August 9, 1963, and accepted by the Highway Commission on August 26, 1963.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before September 3, 1963.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Teeples & Thatcher
8850 SE Otty Road
Portland 66, Oregon

L. H. Young

C. H. Maison
Attn.: John Herr

RECEIVED
AUG 26 1963

FOR FILING

6164

August 26, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed August 9 on Contract No. 6164. The contract was with Teeples & Thatcher, Inc., for work on the Grant Street (Lebanon) Bridge on the Lebanon-Crabtree Corner County Road in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 26, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
NOV 19 1962
FOR FILING

6164

94?

November 16, 1962

Mr. Gordon B. Wallace
550 West Oak Street
Lebanon, Oregon

Dear Mr. Wallace:

Re: Grant Street Bridge
South Santiam River
Bridge No. 9088

Your letters of November 8 addressed to Mr. McIver and to Mr. Cooper indicate concern as to possible flood damage to your property upon the completion of the Grant Street Bridge. Considerable thought and study were given to the pier location and placement before this bridge contract was awarded.

For your information, I am enclosing a copy of our Drawing No. 17250, which is the vicinity map for the structure now under contract. This vicinity map also indicates the proximity of the new structure to the existing railroad structure immediately upstream and to the existing highway bridge upstream from the railroad bridge. On this vicinity map is an inset sketch entitled "Vicinity Map" which indicates the channel of the river for a considerable distance upstream and downstream from the bridge site. As you will notice from this map, the two existing structures and the structure now under contract are on a straight reach of the river.

Your attention is called to the pier location of the railroad bridge, which bridge crosses the river at a skew angle approximating that of the new highway bridge. However, the center pier and abutments of the railroad bridge are perpendicular to the bridge center line which places them at an angle to the thread of the stream.

On the vicinity map Drawing No. 17250, the three river piers are indicated and outlined in red. The main channel openings are in excess of those provided under the existing railroad, and it is believed that with the pier placement as indicated there will be less obstruction to the stream flow from the piers of the new bridge than from the existing railroad bridge. The pier placement and section indicated should have a tendency to confine the flow of this stream to the existing river channel.

Your attention is also called to the fill at the east end of the highway bridge which will be heavily riprapped, and which will also have a tendency to direct the stream flow northward in the existing main channel.

For the above-mentioned reasons, it is not believed that the construction of the bridge, now in progress, will change the course of the river downstream to the detriment of your property.

Excavation at the pier sites will be backfilled and protected with heavy riprap upon the completion of the pier construction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

enclosure

bc Mr. Forrest Cooper
Mr. P. M. Stephenson
Mr. I. D. Merchant

IDM:mm ms

550 West Oak Street
Lebanon, Oregon
November 8. 1962

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

I am writing in reference to the Grant Street Bridge. The bridge is located near Lebanon, Oregon, on Route 212 FAS. Reference to O.S.H.D. drawing number 8B-24-5 as revised July 1962.

The location of the center pier is not exactly downstream from the existing railway bridge pier. Also the new pier is not parallel with the center line of the main channel of the river. It appears that the new bridge pier will quite possibly cause the current of the river to be deflected to the east bank of the river. During flood stage this will cause erosion and damage to land owned by my family and a possible change in the river channel.

During the construction activities of the contractor, a large hole has been excavated on the east bank of the river. If this hole is not properly backfilled erosion could occur during flood stage.

My family has been assured by the Linn County Court, that our property will be protected from erosion and damage due to the construction of the above mentioned bridge and approaches.

Very truly yours,

Gordon B. Wallace

Gordon B. Wallace

REFERRED TO
Mr. Merchant

[illegible]

RECEIVED
NOV 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1962
FOR FILING

6164

NOV 2 1962

32-10

Mr. Gordon B. Wallace
550 West Oak Street
Lebanon, Oregon

Dear Mr. Wallace:

As Mr. Whitton is away from Washington on an extended official trip, I am replying to your letter of October 23 in his behalf.

As you were advised in our letter of May 7, 1962, highway improvements in Oregon financed with Federal-aid secondary funds are primarily the responsibility of the State Highway Department. Your presentations with regard to the design or construction practices, therefore, should be directed to that department or to the authorities of Linn County. We are forwarding copies of your letter to our field office, however, so that your concern may be known.

We sincerely hope these matters may be resolved to your satisfaction.

Sincerely yours,

D. Grant Mickle
Deputy Federal Highway Administrator

NOV 7 1962

550 West Oak Street
Lebanon, Oregon
October 23, 1962

Mr. Rex M. Whitton
Federal Highway Administrator
U.S. Department of Commerce
Bureau of Public Roads
Washington 25, D.C.

Dear Mr. Whitton:

I am writing about the construction of the Grant Street Bridge on Route 212 FAS. Reference your Record number 32-10.

The location of the center pier is such that it appears that it is quite possible that the current will be deflected and cause damage to property which is owned by my family. Also the construction activities of the contractor could lead to damage if excavations are not properly backfilled.

My family expects that our property will be protected from any detrimental effects from the location and construction of the above mentioned bridge.

Very truly yours,

Gordon B. Wallace

RECEIVED
1962
FOR FILING 2

6.64

State 9-25-62

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FO PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	ATE Oregon
		COUNTY Linn
PROJECT REPORT NO. 5		PROJECT NO. S-164(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. S. Santiam R. o.3 mi. E. Lebanon

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-13-62	0.098
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 372,535.00	$ 234,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______

Asst State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
LRBacklund
By: L. R. Backlund
Administrative Manager
Date executed by Division Engineer September 25, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal Aid
Project No. S-164(4)

GRANT STREET (LEBANON) BRIDGE SECTION OF
FAS ROUTE 212 IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 27, 1962

Type Code X031
Grant St. (Lebanon) Bridge (Br. #7088)(Sta. 28+78 to Sta. 33+94)(Contract 6164)

Shoring, Cribbing, etc.	All	Required		$ 45,000.00
Structural Excavation	1,100	cu.yd.	5.00	5,500.00
Structural Excavation Below Elevation Shown	100	cu.yd.	8.00	800.00
Furnish Timber Piling	2,140	lin.ft.	1.00	2,140.00
Furnish 10" BP 42# Steel Piling	1,945	lin.ft.	5.00	9,725.00
Drive Timber Piles	76	only	80.00	6,080.00
Drive Steel Piles	51	only	100.00	5,100.00
Splice Steel Piles	10	only	20.00	200.00
Seal Concrete	100	cu.yd.	25.00	2,500.00
Class "A" Concrete (1,360 cu.yd.)	All	Required		80,000.00
Metal Reinforcement (251,000 lbs.)	All	Required		30,000.00
Structural Steel (Carbon 440,000 lbs., Low alloy 214,000 lbs.)	All	Required		142,000.00
Metal Parapet Railing	1,032	lin.ft.	7.00	7,224.00
Stone Riprap	400	cu.yd.	6.00	2,400.00
	Subtotal			$ 338,669.00
	10% Engr. & Cont.			33,866.00
	Total			$ 372,535.00

Length of Structure - - - - - - - - - - - - - 0.098 mile

Federal Funds -	$ 234,600.00
State Funds -	68,967.50
County Funds -	68,967.50
	$ 372,535.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939

RECEIVED
1962
FOR FILING

6164

P Cook

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 27, 1962

Mr. A. [illegible]. Parsons, Division Eng.
Bureau of Public Roads
477 N. E. Cottage Street
Salem, Oregon

Re: Grant St. Bridge (Lebanon)
Contract No. 6164
FAP No. S-164(4)

Dear Mr. Parsons:

Peeples & Thatcher began work on the Grant Street Bridge (Lebanon) construction on the Lebanon-Crabtree Corner County Road, FAS 212 in Linn County, Contract No. 6164, FAP No. S-164(4), on August 22, 1962.

Very truly yours,
ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query
D. B. Parkes
J. W. Nash

NOTED
FLOYD QUERY

NOTED
Harold C. Ayers

NOTED
H. S. COX

August 23, 1962

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

Linn County Court
Courthouse
Albany, Oregon

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your check for $76,200 as advance deposit on the Grant Street Bridge on FAS 212. Contract No. 6164 covering this project has been awarded to Teeples & Thatcher.

A copy of the contract and a set of plans are enclosed. If additional copies of either are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
[illegible]

NOTED
Harold C. Ayers

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-22-62	CC 780		522-1016-297

NOTED
JOHN D. GRAHAM

INVOICE NUMBER
75894

- Linn County Court
- Courthouse
- Albany, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$76,200.00
Partial transfer county advance deposit for Grant Street Bridge, FAS 212. Covered by agreement dated 12/8/61			60,000.00
To be retained			~~$12,200.00~~ 16 200.0

NOTED
R. H. PRANGE

NOTED
H. S. COX

RECEIVED
AUG 23 1962
ENGINEER
COUNTY & CITY RELATIONS

A 150 (REVISED 7-60)

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

NOTED
V. R JONES

August 10, 1962

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

On August 8, a satisfactory bid was received from Teeples & Thatcher of Portland for construction of the Grant Street Bridge located on FAS 212 in Linn County. As per agreement betwden County and State, the following advance deposit is required of the county prior to awarding of a contract:

Bid Items	$328,669.00
Engineering & Contingencies	52,333.63
Estimated Total Cost. . . .	$381,002.63
County Advance Deposit 20% of $381,002 =	$ 76,200.00

Please make this deposit by means of a check or warrant in the amount of $76,200 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received, a contract can be awarded for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HSC:mm

RECEIVED
SEP 13 1962
FOR FILING

6164

August 21, 1962

Teeples & Thatcher
8850 S. E. Otty Road
Portland 66, Oregon

Gentlemen:

The State Highway Commission on August 9, 1962, accepted your proposal for construction of the Grant Street Bridge over the South Santiam River on the Lebanon-Crabtree Corner County Road in Linn County for the sum of $338,669.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer yesterday awarded you the project, which has been assigned Contract No. 6164. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Pacific Builder & Engineer, Inc.
1945 Yale Place North
Seattle 2, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Daily Journal of Commerce
P. O. Box 932
Portland, Oregon
Attention: News Room

Mr. Frank Morgan

Mr. L. H. Young

Mr. R. G. Savage (SIAC)

Mr. I. D. Merchant

fkn

NOTED
J. Mc C.

NOTED
H. S. COX

August 20, 1962

NOTED

NOTED
R. JON

NOTED
[illegible]HAM

NOTED
DON HARWELL

Linn County Court
Albany, Oregon

Attention: Judge Ray H. Maddy

NOTED
R. H. PRANGE

Gentlemen:

This letter will serve as our authorization for your agents to enter upon our property located on the northeasterly bank of the South Santiam River adjacent to and north of the Southern Pacific Railway bridge at Lebanon, Oregon, for the purpose of construction of the new bridge for the relocated Lebanon - Crabtree Corner County Road.

You agree to accept all responsibility for any damage to the property or liability incurred resulting from the construction work.

Very truly yours,

CROWN ZELLERBACH CORPORATION

(s) L. A. KELSON

Resident Manager.

Acceptance:

(s) FLOYD JENKS
COUNTY COMMISSONER

Received check by hand #76,200
NOTE: Original letter signed by above —
8-20-62 Don Harwell

CZ Corp. Lebanon
L.A. Kelson/l
cc - H.S. Cox
County-City Relations Engineer
State Highway Commission
Salem, Ore.

W.W. Locke
Crown Zellerbach Corporation
Portland, Oregon.

RECEIVED
AUG 20 1962
ENGINEER
COUNTY & CITY RELATIONS

Copies to Merchant & Walker

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

August 20, 1962

Mr. Orris Carnegie
County Engineer
Linn County Courthouse
Albany, Oregon

Dear Mr. Carnegie:

Attached you will find 1 revised and 1 original option form in triplicate covering right-of-way to be acquired in connection with Grant Street Bridge Section of the Lebanon-Crabtree Corner County Road in Linn County.

File No. 34341-E was formerly a part of File No. 34341-B.

We are attaching 3 prints of Map No. 8B-24-5 covering this area and bearing our date of August 16, 1962.

File No.	Name	Area
34341-B	Gordon Bakewell Wallace & Cedric Sterling Wallace	1.6 acres
34341-E	Crown Zellerbach Company	0.2 "

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:eb
Encls. 2 Options
3 Prints

FORM E-30 10M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1962

SUBJECT: OPTIONS
Grant Street Bridge Section
Lebanon-Crabtree Corner County Rd.

To: Mr. H. S. Cox
County & City Relations Engr.
Highway Building

Attached you will find 1 revised and 1 original option form in quadruplet covering right of way to be acquired in connection with Grant Street Bridge Section of the Lebanon-Crabtree Corner County Road in Linn County.

File No. 34341-E was formerly a part of file No. 34341-B.

We are attaching 4 prints of map No. 8B-24-5 covering this area and bearing our date of August 16, 1962.

File No.	Name	Area
34341-B	Gordon Bakewell Wallace & Cedric Sterling Wallace	1.6 Acres
34341-E	Crown Zellerbach Company	0.8 [illegible]

RECEIVED
AUG 20 1962
ENGINEER
COUNTY & CITY RELATIONS

EFS

EARL F. SALING
Right of Way Office Manager

AC:jm
encls. 2 Options
4 Prints

cc: J. D. Walker
E. J. Benner

NOTED
Harold C. Ayers

NOTED
H. S. COX

Salem, Oregon
August 13, 1962

NOTED
DON HARWELL

Mr. Earl Saling
OFFICE

Grant Street Bridge
FAS 212, Linn County
File No. 34341

NOTED
V R. JONES

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

Attached are three copies of a certificate signed by the Linn County Court covering right-of-way for the above project.

V. R. Jones
County & City Relations Planning Engineer

VRJ:mm
Att.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
V. R. JONES

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Subject: Federal Aid Project No. S-164(4)

Highway No. FAS 212

Name of Project Grant Street Bridge

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Albany, Oregon, this 8th day of August, 1962

LINN County Court

Judge

Commissioner

Floyd D Jenks
Commissioner

3-Copies to Salem
8-13-62
V.J.

NOTED
H. S. COX

9

RECEIVED
JUL 25 1962

FOR FILING

S-164(4)

6164

MISC. CONTRACTS and
AGREEMENTS No. 2538

Salem, Oregon
July 24, 1962

Finance Agreement, Linn County
Grant Street Bridge
S-164 (4), FAS 212

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. Don N. Harwell
Mapping & Records Engineer

Attached is a copy of a Finance Agreement with Linn County covering the Grant Street Bridge on FAS 212 in Linn County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Linn County.

Secretary

FH
Attach: 1

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
DON HARWELL

July 16, 1962

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

Enclosed are two copies of an agreement in connection with the Grant Street Bridge Section of FAS 212.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project including engineering and contingencies is $369,640, however; the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than July 20.

It is presently planned to accept bids for this project on August 8.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

Delivered in Person
by R.H.P. and returned
7-17-62

ORRIS A. CARNEGIE
COUNTY SURVEYOR

OFFICE OF SURVEYOR
LINN COUNTY - - ALBANY, OREGON
PHONE WA 6-1859

NOTED
H. S. COX

NOTED
DON HARWELL

July 9, 1962

FAS 212

NOTED
R. H. PRANGE

H. S. Cox
County and City Relations Engineer
Oregon State Highway Dept.
Salem, Oregon.

Dear Mr. Cox:

I have received the revised option forms for right-of-way on the Grant Street Bridge in Lebanon.

Linn County would like to request that this new line be staked, if possible. I can't find enough control with what information I have to run the lines myself, and Mr. Wallace wants to see the actual stakes.

Very truly yours,

Orris A. Carnegie
Orris A. Carnegie
LINN COUNTY SURVEYOR

Photo Copies of transit notes, traverse sheets, 1 R/W map + 2 Original & Revised alignment maps delivered by hand by John Graham to Carnegie 7-12-62

OAC:mb

RECEIVED
JUL 10 1962
ENGINEER
COUNTY & CITY RELATIONS

7/10/62 Copy to [illegible] - JDG.
7-12-62 " " Walker - [illegible]
JDG

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

July 3, 1962

Mr. Orris Carnegie
Linn County Engineer
Courthouse
Albany, Oregon

NOTED
R. H. PRANGE

Dear Mr. Carnegie:

Attached are two revised option forms in triplicate covering right-of-way to be acquired in connection with the Grant Street Bridge Section of the Lebanon-Crabtree Corner County Road, FAS 212.

These descriptions have been revised because of a change of center line alignment.

For your information we are enclosing a copy of the "Request for Revision" form.

We are forwarding under separate cover three prints of map no. 8B-24-5 covering this area and bearing our date of June 29, 1962.

File No.	Name	Area
34341-A	City of Lebanon	1.46 acres
34341-B	Gordon Bakewell Wallace & Cedric Sterling Wallace	1.8 "

NOTED
V. R. JONES

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

MEMO TO J. W. NASH

Date: 6/14/62

FAS 212, LINN COUNTY

NO
DON HA

NOTED
H. S. COX

[illegible]

TERMINI: Bridge over South Santiam River, located at the east city limits of Lebanon.

PROPOSED WORK: Construct a steel bridge

PROJECT LENGTH: 0.098 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$465,000	$279,000	$93,000	$93,000	(County)

EXISTING FACILITIES: Steel thru truss 360' long, 17'3" wide. Bridge too narrow for heavy industrial traffic including many log hauling trucks. Deck in poor condition.

ADJACENT SECTIONS:

~~NORTH~~/EAST END: Two 11' paved travel lanes and 8' shoulders to be constructed by county.

~~SOUTH~~/WEST END: Two 11' paved travel lanes and 8' shoulders to be constructed by county.

PROJECT DATA: Construct a bridge containing two 45' RCDG spans, one 180' steel span, one 155' steel span, and one 54' RCDG span on new alignment. Connecting roads will be constructed by Linn County.

RIGHT OF WAY: Minimum 60'.
ACCESS CONTROL: None required.

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: See S-164(1).

VRJ:mm

ORRIS A. CARNEGIE
COUNTY SURVEYOR

OFFICE OF SURVEYOR
LINN COUNTY - - ALBANY, OREGON
PHONE WA 6-1859

NOTED
[illegible]

NOTED
H. S. COX

May 14, 1962

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
V. R JONES

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. Cox ✓
County and City Relations

Dear Mr. Cox:

Linn County Court has asked that a revision be made in the location of the centerline and right-of-way on the North-Easterly approach to the purposed new bridge across Santiam river at Lebanon. In this connection I am enclosing an overlay tracing of the area affected and on this overlay I have shown the centerline as drawn on Oregon State Highway Department drawing 8 B-24-5, and the requested new centerline in relation to the first mentioned line. I have indicated this new centerline as centerline "A". This line would meet the centerline of the existing road at approximate point "B".

By moving the centerline to location "A" we would eliminate quite a large volume of fill and would be able to reduce the required right-of-way width considerably.

Mr. Wallace, the property owner in the area affected, has voiced very strong opposition to the County taking the area marked "C", but appeared favorable to the new requested line "A".

I believe that making this change would make the difference between the County being able to procure the right-of-way peacefully or having the necessity of going through condemnation procedures.

Very truly yours,

RECEIVED
MAY 15 1962
ENGINEER
COUNTY & CITY RELATIONS

O. A. Carnegie
O. A. Carnegie
LINN COUNTY SURVEYOR

OAC:mb

RECEIVED
MAY 15 1962
OREGON
STATE HIGHWAY COMMISSION

Copies to J.E. Morlock
J.D Walker
Tracing to Morlock 5/15/62 V.J

MAY 7

Mr. Gordon B. Wallace
550 West Oak Street
Lebanon, Oregon

32-10

Dear Mr. Wallace:

Your letter of April 24 concerns the improvement of Federal-aid Secondary Route 212 near Lebanon, Oregon.

The Federal-Aid Highway legislation provides that in the construction or improvement of roads included in the Federal-aid secondary system the State highway departments may establish general standards and procedures. After having obtained approval of these standards and procedures by the Bureau of Public Roads the State may then proceed with the design and construction of any specific secondary road project approved by the Bureau of Public Roads for Federal-aid financing without review by the Bureau of the detailed plans. The State of Oregon is operating under these procedures.

The determination, therefore, relative to the detailed location of a Federal-aid secondary project in Oregon, the right-of-way acquisition, access control and treatment of abutting properties rests with the State, which may further delegate this authority to its political subdivisions. It would therefore be appropriate for you, as advised by our division engineer, to continue your presentations to the Oregon State Highway Department or to the authorities of Linn County, for the answers to your specific questions.

We appreciate your concern in this matter and are forwarding copies of this correspondence to our division engineer in Oregon, Mr. C. O. Polk.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

RECEIVED
MAY 15 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

copy to Mr. [illegible]

550 West Oak Street
Lebanon, Oregon
April 24, 1962

Mr. Rex M. Whitton
Federal Highway Administrator
U.S. Department of Commerce
Bureau of Public Roads

Dear Mr. Whitton:

I am writing in regards to the Grant Street Bridge Section of the Lebanon Crabtree Corner County Road. This is Route 212 FAS.

I have contacted Mr. Clifford G. Polk about the above mentioned project. Mr. Polk informed me that the BPR is not directly responsible for the location and the design of projects. Mr. Polk referred me to Mr. J.D. Walker of the Oregon State Highway Department.

Mr. Walker informed me that the Oregon State Highway Department is only doing the design and making recommendations. Mr. Walker indicated that the Linn County Court has the final say about the location of the proposed bridge and all negotiations for right of way acquistion.

The Linn County Court has given me no direct answer to my questions. I have been told that the Oregon State Highway Department would have to pass on all questions before the county would make a decision.

I am interested in knowing who and what organization has the final authority to make decisions, agreements and commitments for the location of the project, the price to be paid the the property taken, provisions for access, provisions for the protection of my property from any conditions created by the proposed project and river diversion problems.

Very truly yours,

Gordon B. Wallace

RECEIVED
MAR 14 1962
FOR FILING
S-16A (4)
6164

March 7, 1962

Mr. Gordon Wallace
530 West Oak Street
Lebanon, Oregon

Dear Mr. Wallace:

Reference is made to your recent letter to this Department and one to the Bureau of Public Roads concerning a proposed Federal-aid secondary project near Lebanon. Such projects are developed by the State and County with the assistance of the Federal Government.

So that you may be fully advised concerning the Grant Street Bridge Section, Mr. H. S. Cox of this Department will contact you in the near future and will endeavor to explain all features to you. Mr. Cox has worked closely with Linn County in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Rex M. Whitton
Forrest Cooper
G. S. Paxson
H. S. Cox
F. D. Morgan

FEB 23 1962

32-10

Mr. Gordon B. Wallace
550 West Oak Street
Lebanon, Oregon

Dear Mr. Wallace:

Your letter of February 7 presents a number of questions regarding a proposed highway improvement one mile east of Lebanon, Oregon, which you describe as Grant Street Bridge Section of the Lebanon-Crabtree Corner County Road.

The improvement to which you refer is apparently located on Route 212 of the Federal-aid secondary highway system approved for Oregon. The cost of the improvement would thus be eligible for the participation of Federal-aid secondary funds if requested by the State, matched in an appropriate amount by funds under control of the State, and approved by the Bureau of Public Roads. The State has not included in its current Federal-aid program the project to which you refer, however it may be planning to request Federal-aid assistance in the construction of this project. Under the circumstances, we do not have information available as to the State's plans regarding the proposed bridge.

Our field offices work closely with the State in the development of projects on which Federal-aid funds will be involved. We are accordingly forwarding a copy of your letterto Division Engineer Clifford G. Polk at 477 Cottage Street NE., Salem, Oregon. You may feel free to contact Mr. Polk relative to the Federal-aid aspects of any project involving the participation of Federal-aid funds.

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator

RECEIVED
FEB 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

550 West [illegible] Street
Lebanon, Oregon
Feb. 7, 1962

Director
Bureau of Public Roads
Washington , D.C.

Dear Sir:

I am interested in having information about a federal aid project on a county road. The project in question is a bridge one mile east of Lebanon, Linn County, Oregon. Oregon State Highway Department drawing title and number: Grant Street Bridge Section of the Lebanon-Crabtree Corner County Road Dwg. No. [illegible]-2h-5 .

To date I have been unable to get information about the project from either the county or the state, other than center-line location.

I am interested in having information about the following questions:

1. The reasons for the location of the proposed bridge to be north of the existing railway bridge.

2. Have alternate locations and comparative costs been prepared? It would appear that a competent design would have required evaluation of all possible locations and routes.

3. Will sufficient protection be constructed to prevent flood damage due to closing part of one of the channels of the South Fork of the Santiam River?

4. Nature of structures and appurtenances of the proposed project.

5. Will property which now has access to the county road be provided with access to the relocated section of the county road?

6. Why were several thousand dollars spent repaving the existing county road during the summer of 1961; only to have the new pavement torn up shortly. It should be noted that the road was not in need of repaving in 1961. Pavement distress was not evident in 1961; or is it evident now. It can also be added that the driveways to the farms and homes along the road were left in a poor or hazardous condition after the aforementioned paving project.

Continued Gordon E. Wallace Feb. 7, 1962

My family owns property on which the proposed relocation is to be constructed; as well as being tax-payers of said Linn County, Oregon. I therefore feel we are entitled to have the above listed questions answered.

It is requested that federal monies be withheld from this proposed project until such time as the questions are answered and the right-of-way problems are solved.

Your prompt attention will be greatly appreciated.

Very respectfully yours,

Gordon E. Wallace

FORM E-30 50M 3-61 94397

NOTED
Harold C. Ayers

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1962

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
R. JONES

NOTED
D. GRAHAM

SUBJECT: Grant Street Bridge
Lebanon-Crabtree County Road
FAS 212
Linn County
Bridge No. 9088

To: Mr. H. S. Cox
County/City Relations Engineer
OFFICE

Attached are three prints of Drawing No. 9088-A which is the preliminary layout of the subject bridge.

You will note that the bridge has a 30-foot roadway with a 5-foot sidewalk on the north side, and an 18-inch safety curb on the south. It is 516 feet long consisting of two 45-foot spans of reinforced concrete deck girder type beams, two 180-foot welded steel composite type girder spans, and a 54-foot reinforced concrete deck girder span with a 12-foot cantilever span at the end. The substructure consists of steel pile bents at each end, a two-column bent at Bent No. 2, and solid shaft piers at Pier Nos. 1, 2, and 3 which are similar to the sketch shown in the pier plan. All footings shall be founded on timber piling except Bent Nos. 1 and 3. All bents are parallel and skewed 19° to the tangent of the 2° 30' curve at Station 31+48.

The estimated cost will be $400,000 which includes 18% for engineering and contingencies.

Will you please see that these prints are sent to the County for their approval requesting that one print be returned to us with their approval and comments noted thereon.

Thos C Roake
T. C. Roake
Assistant Bridge Engineer

Copy of Letter & Plans sent by Prange 2-15-62 H.S.C.

TCR/mm

Attached

RECEIVED
FEB 14 1962
ENGINEER
COUNTY & CITY RELATIONS

approved plans to [illegible] 5-29-62 H.S.C.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
V. R JONES

Section [illegible] Highway [illegible] County [illegible] Profile [illegible]
Res. Engr. [illegible] Length of Project [illegible] Miles. Sta. [illegible] to Sta. [illegible] Date [illegible]

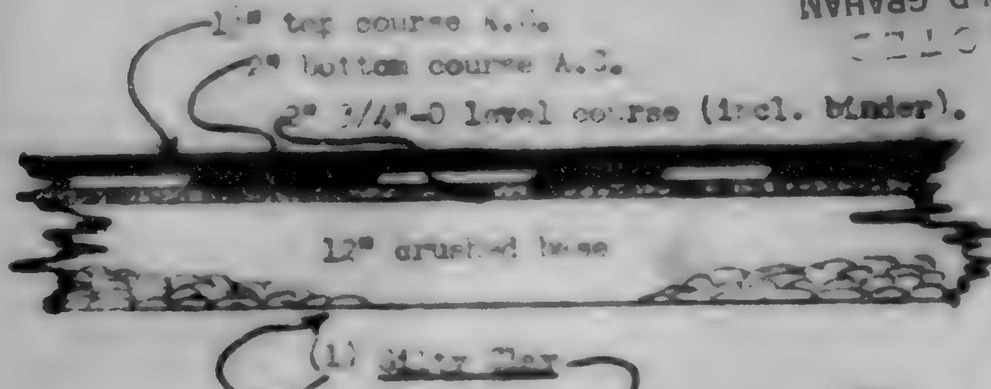
TYPICAL SECTIONS Traffic Classif. - Heavy (Logging Traffic)

JOHN D. GRAHAM

NOTED
H. S. COX

NOTED
DON HARWELL

(1)
Typical Soil
43 LL
2[illegible] PI
77 % F 200
6 % Gravel
18 % Sand
32 % Silt
44 % Clay
3[illegible] "R" Value
AASHO Classif. - A-7-6([illegible])



Notes
Surfacing thickness based on the poorest soil encountered on line, as borrow area has yet to be selected.
* Coarse crushed base has been increased due to high LL, PI, and clay content of the typical soil.

Required [illegible]		Designed [illegible]		
			3½ 2 12	A.C. Level Cr. Base
17½			17½	

RECEIVED
FEB 1962
ENGINEER
COUNTY & CITY RELATIONS

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											
Paving Type - County Preference											

NOTED
Harold C. Ayers

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by J W Yarbrough
Recommended by G. W. Harra
Engineer of Materials
Recommended by Asst. Construction Engineer
Approved by
Deputy State Highway Engineer
ASST

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

January 3, 1962

Linn County Court
Courthouse
Albany, Oregon

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Gentlemen:

Enclosed are four original option forms in triplicate covering right-of-way to be acquired in connection with the Grant Street Bridge section of the Lebanon-Crabtree County Road, FAS 212, in Linn County:

File #	Name	Area
34341-A	City of Lebanon	1.32 acres
34341-B	Gordon Bakewell Wallace and Cedric Sterling Wallace	2.6 acres
34341-C	Cedric Wallace	0.6 acre
34341-D	Southern Pacific Company	0.8 acre, parcel 1 0.11 acre, parcel 2

Please return a signed or conformed copy of each option to the State Highway Department so we can inform the engineers of the conditions, if any, on each transaction.

Also enclosed are three prints of Map No. 8B-24-5 covering this area and bearing our date of December 26, 1961.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

V. R. Jones
County & City Relations Planning Engineer

NOTED
JOHN D. GRAHAM

VRJ:mm
Encl.

LINN COUNTY
SUPPLEMENTAL FUNDS FOR APPROVED PROJECT (Fiscal Year 1963 Funds)

FAS 212: Grant Street Bridge over South Santiam River, $136,000.

This project was approved by the Highway Commission March 10, 1961, for the FAS funds available to Linn County at that date. The amount shown for the supplemental funds represents the balance of Linn County's FAS funds presently available. With the $55,000 previously approved there will be a total of $181,000 available.

61-g
11/6/61

Hwy. Comm. approved 12/8/61

FORM E-90X 80M 7-60 20306

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 3, 1961

SUBJECT: FAS 212 & FAS 218
Linn County

To: Mr. Ivan Merchant
Bridge Engineer
OFFICE

This is to advise you that the Linn County Court has been contacted and the following action is indicated:

Calapooya River (Holley) Bridge, FAS 218, design at the present location should be abandoned. There is still some doubt as to pool level but in any event the present location will be flooded and a new location must be found. Studies are being conducted at this time between highway engineers and the county for road construction by the Corps.

Linn County desires the Grant Street Bridge, FAS 212, be built next year as soon as 1964 Federal funds are available. These funds are generally available during August of each year. Linn County has already set aside $100,000 for construction of this structure and there will be sufficient FAS funds for a project of the indicated amount.

File

H. S. Cox
County and City Relations Engineer

HSC:mm

RECEIVED
OCT 3 1961
FOR FILING
S-164(44)
4

October 3, 1961

Mr. Gordon B. Wallace
550 West Oak Street
Lebanon, Oregon

Dear Mr. Wallace:

Reference is made to your letter of September 30 in regard to the county road bridge over the South Santiam River east of Lebanon. I assume that this is the so-called Grant Street Bridge.

This proposed project is on a county road and will be constructed as a federal-aid project on county roads. On such projects the State leaves the decision as to the general location of the project pretty much to the County Court. In this particular case, the problem is to take traffic from the county road leading in from Scio and from the county roads leading into the Waterloo and Berlin areas into Lebanon. The route in Lebanon is over Grant Street, and the selection of any other street would require major reconstruction within the city. The location has received careful study. In general, it parallels the railroad bridge, and the piers will be in line with the railroad piers so that no greater obstruction will be placed in the river than now exists. The bridge spans the entire river, and there should be no increase in bank erosion over that existing under present conditions, and no riprap or other bank protection is contemplated.

Since the structure lies to the west of the railroad track, there will be no crossing of the track by traffic from the Scio area. Traffic from the Berlin and Waterloo areas will cross the railroad at the existing crossing and will join the new highway immediately west of the crossing. This will provide ample opportunity for traffic from the direction of Berlin to stop before crossing the railroad. Property on the northwest side of the proposed bridge will have the same access as now exists, as this project terminates where the present road turns to cross the tracks.

The proposed structure is a 2-lane bridge with a sidewalk on one side. I have heard no discussion of any 4-lane structure at this point. So far as I know, there will be no change in existing county roads other than the abandonment of the existing bridge and the carrying of Berlin area traffic across the track at the present grade crossing to the junction with the new road.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ss

cc to: Linn County Court
Courthouse
Albany, Oregon

Mr. W. C. Williams
Mr. J. D. Walker

550 West Oak Street
Lebanon, Oregon
September 30 , 1961

W.C.Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

As a taxpayer and property owner of Linn County; I feel that the following questions should be answered. The questions are about the proposed county market road bridge over the South Santiam River one mile east of Lebanon. I have been referred to your office by the Linn County Judge. The questions are as follows:

1. Location of the proposed bridge.
    - a. List reasons for selection of the proposed location.
    - b. Were alternate routes examined?
        1. If not, please explain why.
        2. It should be noted that the Office of the LinnCounty Surveyor had no plans of an alternate route. The County Surveyor said that he knew of no analysis of an alternate route or routes.
    - c. What consideration was given to the alignment of the county road to the Berlin district? Will the proposed alignment provide sufficient clearance so that cars and trucks from the direction of Berlin will not be required to stop on the railroad crossing?

2. What effect will the proposed bridge have upon the river?
    - a. Will adequate revetments be constructed to prevent bank erosion of adjacent property?
    - b. Is it correct to assume that such structures as may be necessary will be constructed and maintained to insure a continued flow of water in the existing channels of the river?

3. What provisions will be made for access to the property on the Northwest side of the proposed bridge and approaches?

4. From newspaper reports, the proposed bridge is to be 60 feet wide. This would appear to be a fourlane bridge. It is to be seen that the county market road is just over 20 feet in width, and the right-of-way is 60 feet wide. I am interested in knowing why such a bridge is proposed, especially in view of the fact bridges on major routes are being constructed much narrower. An example is a large bridge on US 101.

ap

5. If the bridge and approaches are constructed as proposed; what subsequent changes in the existing county roads will be required, and what changes will be made?

Your prompt attention would be greatly appreciated.

Very truly yours,

Gordon B. Wallace

Gordon B. Wallace

RECEIVED

RECEIVED
MAR 21 1961
FOR FILING

W. C. WILLIAMS

LOCATION PROSPECTUS
GRANT STREET BRIDGE SECTION
FAS 212
LINN COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Lebanon-Crabtree County Road (FAS 212) which is on the Federal Aid Secondary System. The structure is located in the easterly part of the city of Lebanon on Grant Street and crosses the South Santiam River.

This will be a location survey to prepare plans, specifications, and estimates for grading and paving of approaches and connections, and the construction of a new structure. The proposed route will follow along the southerly boundary of the Lebanon City Park; a possible relocation should be considered to eliminate two railroad crossings. This requires some area from the park and may be rejected for that reason.

Reconnaissance is not necessary. Routine soils investigations will be conducted. Special drainage studies will be made to provide sufficient waterway to allow unrestricted flow of the South Santiam River.

The existing 1959 ADT is 2,800 and the projected 1979 ADT is 4,500. Traffic and alignment warrant a two-lane highway with maximum grade and curvature of 5 per cent and 12 degrees respectively. The typical section will consist of two 11-foot travel lanes with 8-foot shoulders. The new bridge will have a horizontal clearance of 26 feet with a 4-foot walkway on the northerly side.

This will be an unrestricted access facility with no interchanges. A grade crossing of the Southern Pacific Railroad, east of the South Santiam River, will be necessary and a study will be required to determine proximity of the railroad west of the river.

The present bridge is to be used for traffic during construction; however, if it has to be removed, it will be included in this project.

The tentative base design by G. L. Decker is:

Paving, Base, and Wear	3½"
Top Course, Base	2 "
Bottom Course, Base	12 "
Total Depth	17½"

(Base design is subject to change upon completion of soils investigation.)

Materials are available from commercial sources in the immediate vicinity.

Agreement with the county and the City of Lebanon will be required.

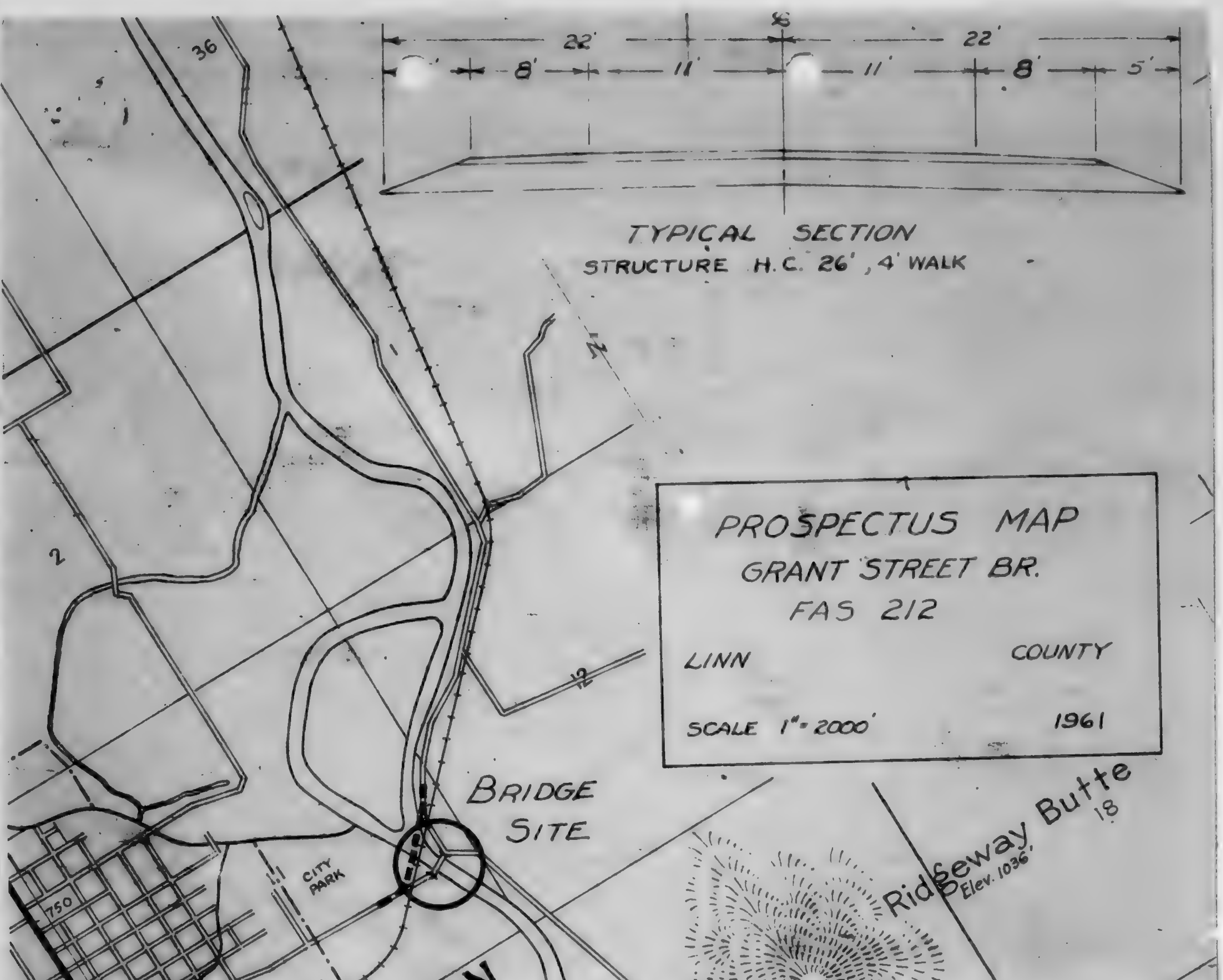
There are no State parks or roadside rest areas affected by the project.

March 8, 1961

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright

RECEIVED
MAR 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER


TYPICAL SECTION
STRUCTURE H.C. 26', 4' WALK

PROSPECTUS MAP
GRANT STREET BR.
FAS 212
LINN COUNTY
SCALE 1" = 2000'
1961

LINN COUNTY
PROPOSED PROJECTS

FAS 769, Oakville Road: Powers Slough Bridge No. 12247, $18,000. The proposed project is to construct a bridge on the present site of the existing 114' pile trestle. The bridge is located 2.0 miles north of Shedd and spans an overflow channel. The new structure is to be 24' wide and the county's preference is for a precast beam poured-in-place deck on treated piling. The road may be closed during construction and the county will construct approaches and road connections. Removal of the existing bridge will be part of the contract.

FAS 212, Lebanon-Crabtree Corner Road: Grant Street Bridge, South Santiam River; State Bridge Inventory No. 49; $55,000. The proposed project is to construct a bridge 26' wide, with a 4' sidewalk on one side, near the existing 360' steel truss structure. The present bridge will continue to carry traffic during construction. A proposed site parallels the upstream side of the old bridge. Grading and surfacing of connections and approaches are to be included in the contract work. If removal of the existing bridge is required, it will also be included in the work to be contracted. The $55,000 requested for the project represents the balance of Linn County's share of the 1962 FAS allocation and this amount will be supplemented with 1963 funds when they become available.

Approved
3-10-61

61-b
2/1/61

[illegible]

FAS 2[illegible] County [illegible] Contract No. [illegible]

Section [illegible]

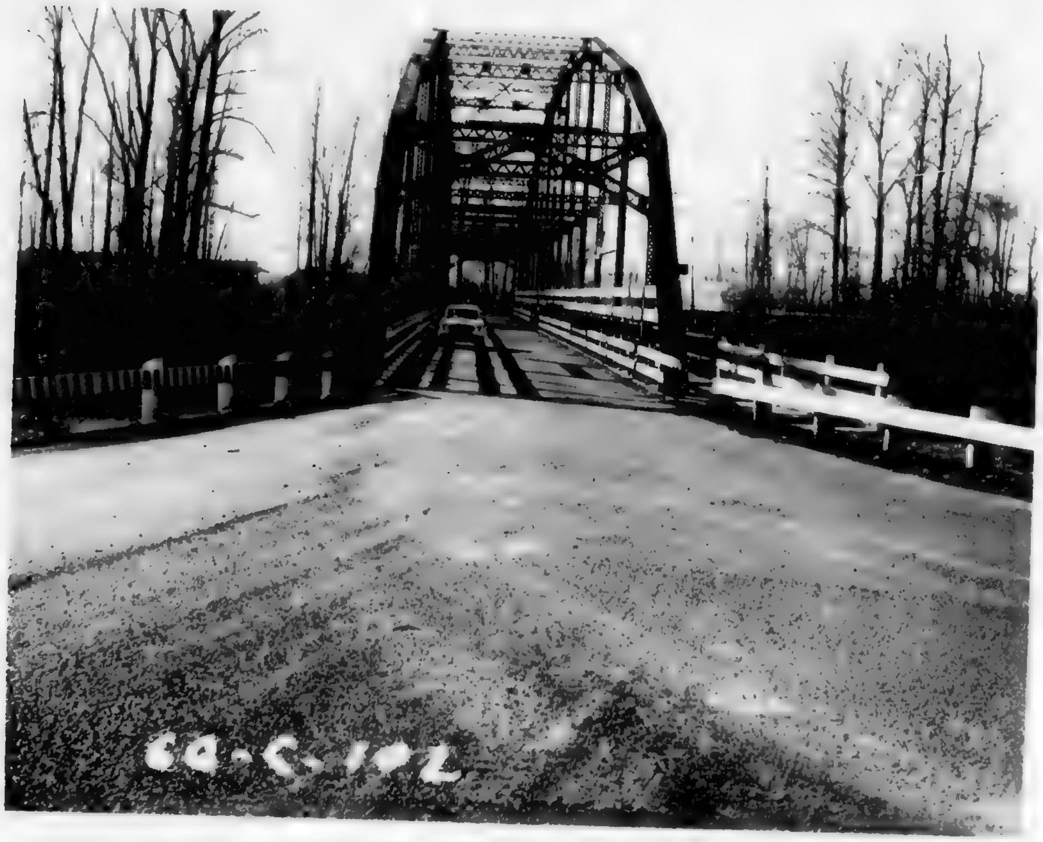
Location

FAS 212 County Linn Contract No. ____

Section ____

Location ____

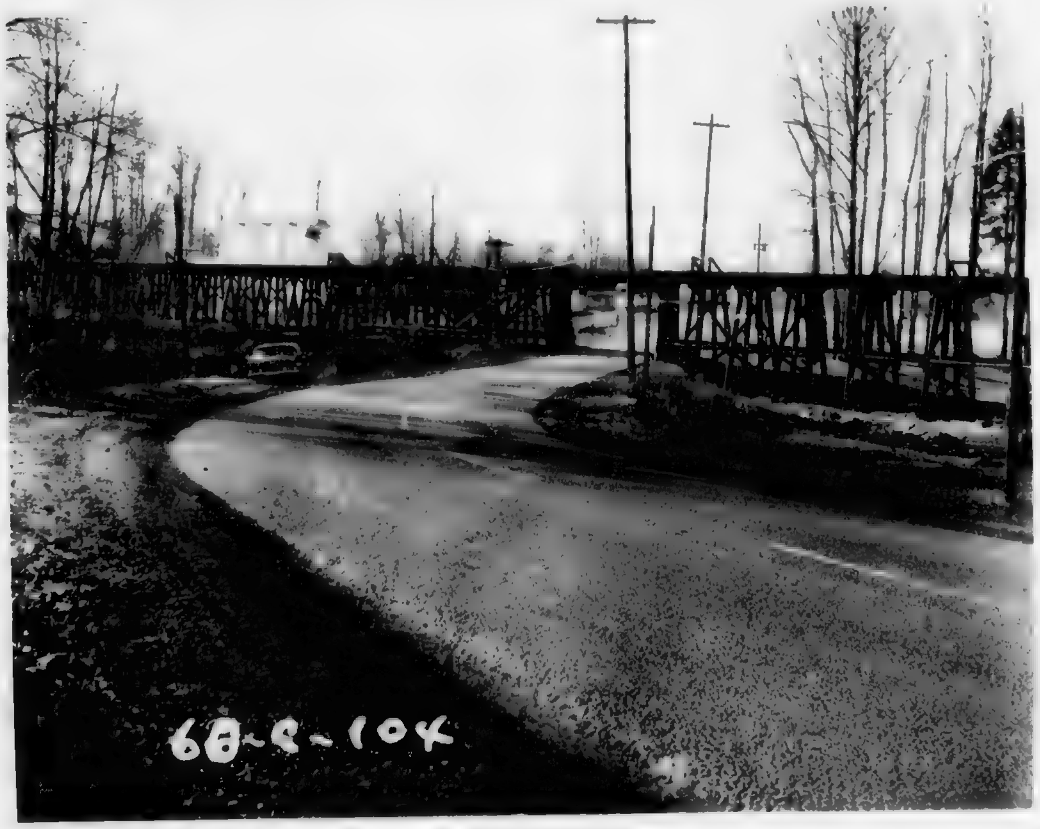
____

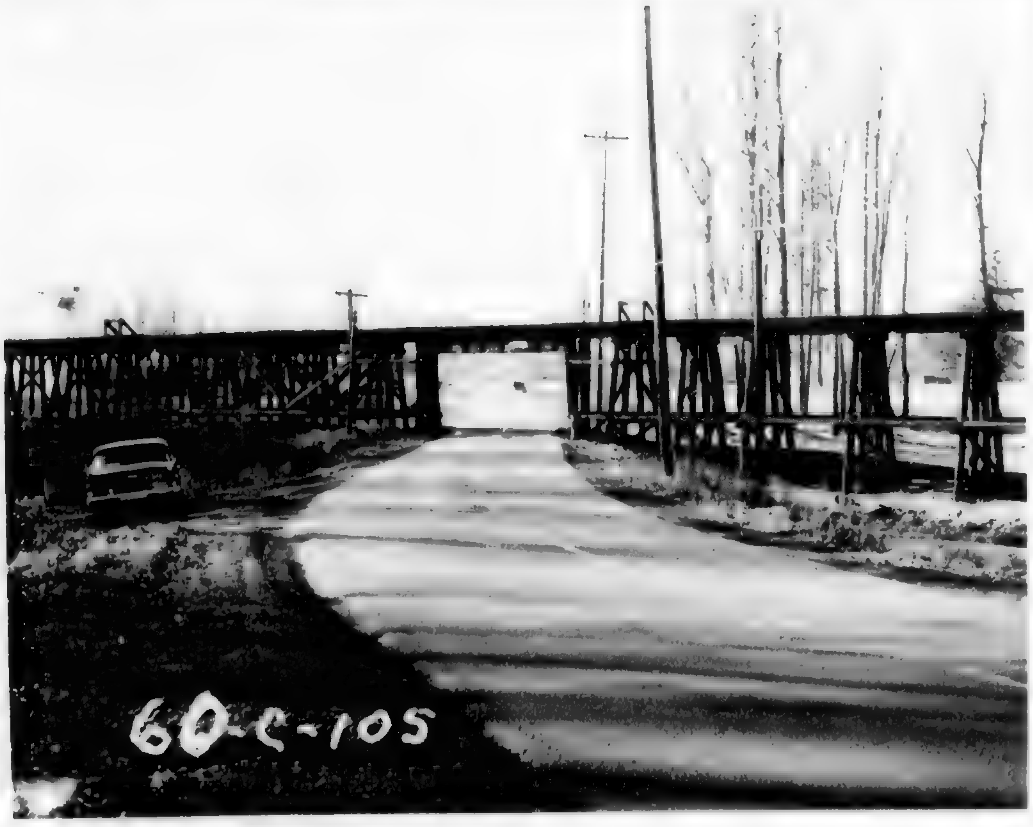


FAS 212 County Linn Contract No. [illegible]

Section [illegible]

Location



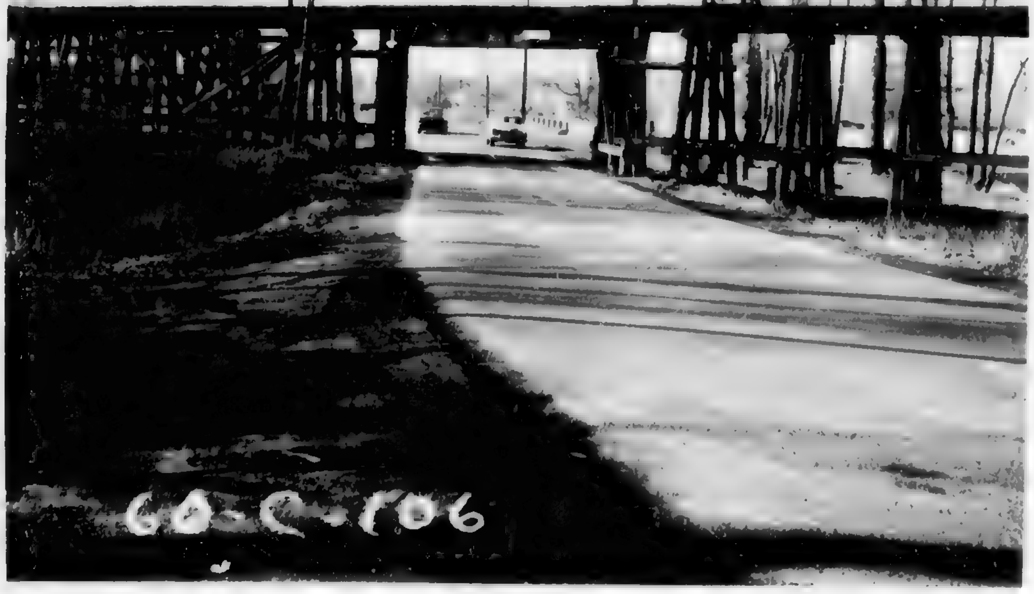


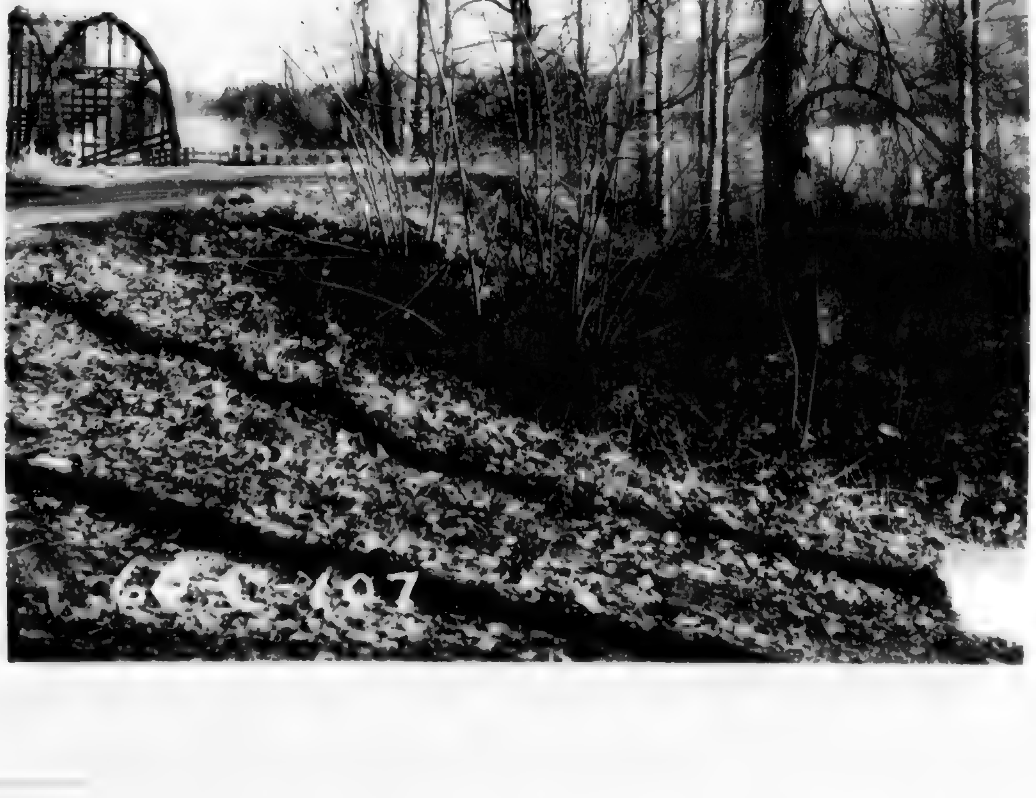
[illegible]

FAS 2[illegible] County [illegible] Contract No. ______

Section [illegible]

Location ______

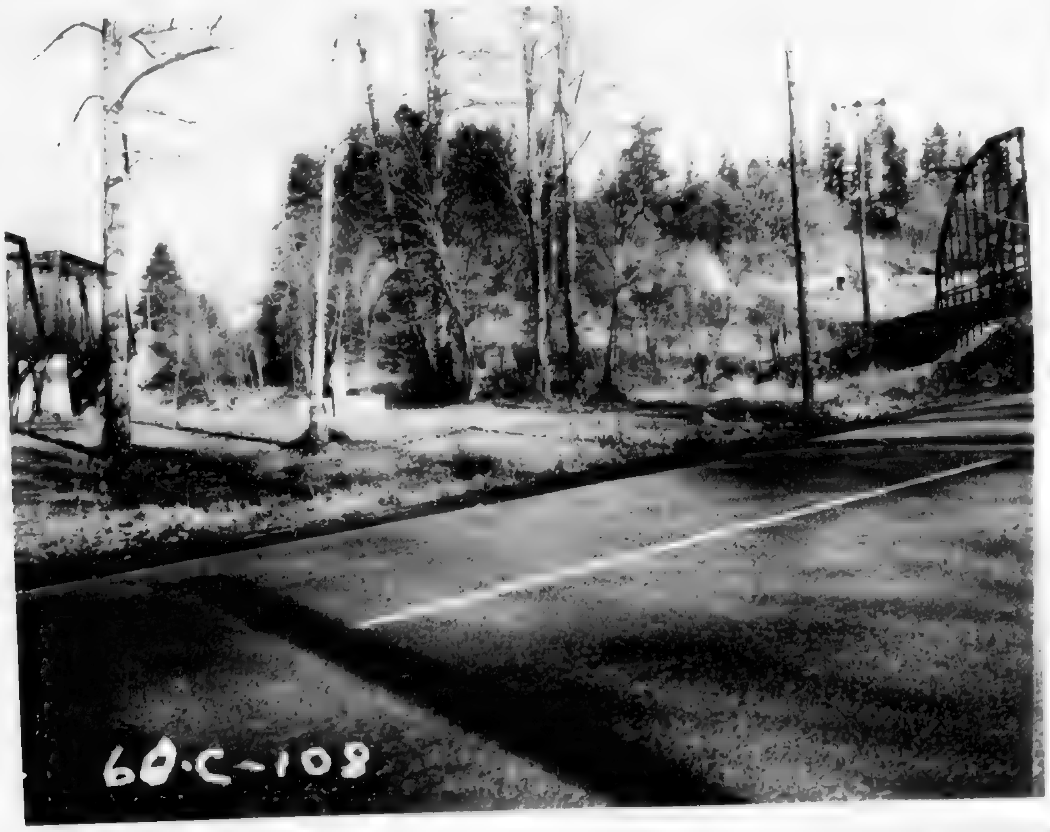




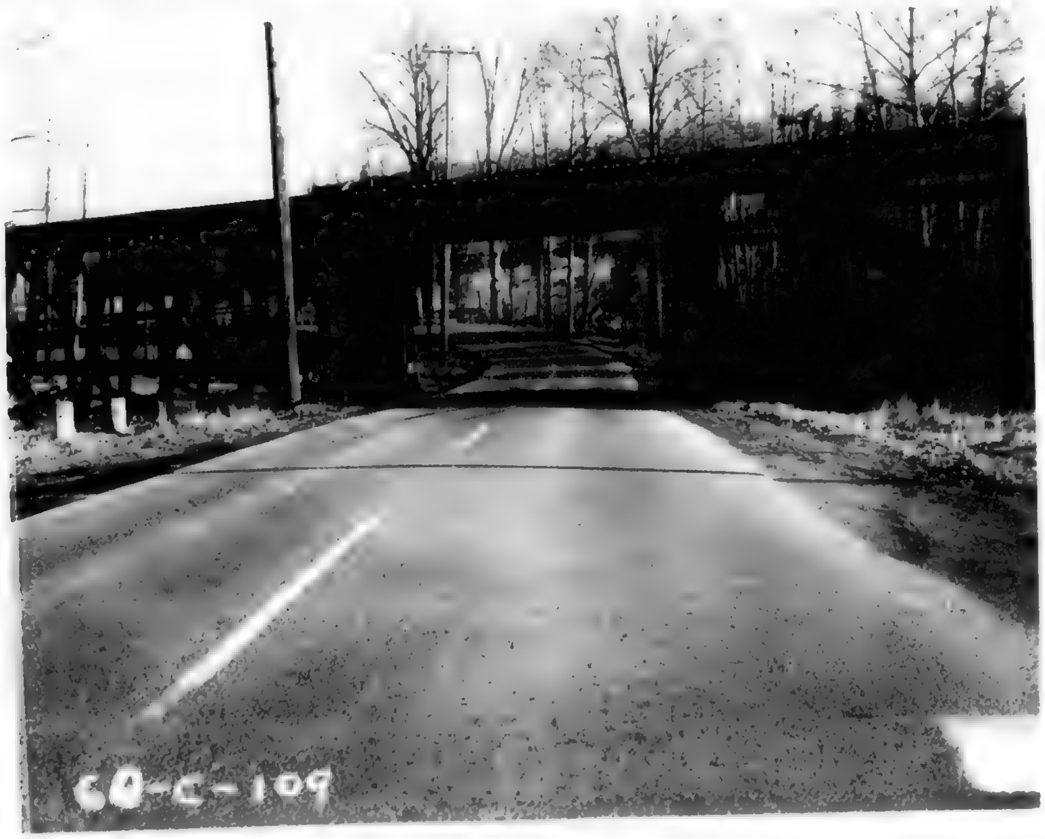
FAS 212 County Linn Contract No.

Section

Location



60-C-108



60-C-109

224-1058 Stout Cr. Br., Fern Ridge Co. 1962
Rd. near Mehama
#6165

[illegible] 96

RECEIVED
DEC 14 1962
FOR FILE
224-[illegible]
6165

December 13, 1962

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On December 5, 1962, you were notified of the release of final payment on Contract No. 6165, awarded to Ross Bros. Construction Co., for the Stout Creek Bridge construction on the Fern Ridge County Road in Marion County.

Final payment on this contract is $1,044.09 and the total contract amount is $14,710.89, including $37.89 for work performed under force account.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

Ross Bros. Construction Co.
369 Apple Blossom Ave. North
Salem, Oregon

Mr. C. H. Maison

fp

RECEIVED
DEC 5 1962

6165

December 4, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed November 19 on Contract No. 6165. The contract was with Ross Brothers Construction Company and was for work on the Stout Creek Bridge on the Fern Ridge Road in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 19, 1962, and that you concur in this procedure at the Commission meeting on December 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary I may consider the matter has your approval.

Very truly yours,

G. S. Paxson
Acting State Highway Engineer

cc Floyd Query
G. S. Paxson
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
NOV 15 1962
FOR FILING

[illegible]

November 14, 1962
Salem, Oregon

Miscellaneous C & R #2498

Memo to the Files

I received a telephone call this morning from Ralph Wychoff, Attorney in Salem, requesting a copy of an agreement between the State Highway Commission and Marion County concerning the bridge construction of the Stout Creek Bridge Section on the Fern Ridge County Road in Marion County.

This agreement was approved by the State Highway Commission at its meeting on March 2, 1962. The State Highway Commission awarded on August 21, 1962 to Ross Brothers Construction Company contract #6165, covering the Stout Cr. bridge.

Mr. Wychoff stated that Marion County and Ross Brothers Construction Company are having a disagreement over the right-of-way. After checking with Frank McKinney of our Legal Division, a photocopy of this agreement was made and given to Mr. Wychoff.

C. W. Head
Assistant Secretary

CWH:jf

RECEIVED
SEP 13 1962
FOR FILING

[illegible]

6165

August 21, 1962

Ross Bros. Construction Company
359 Apple Blossom Avenue, North
Salem, Oregon

Gentlemen:

The State Highway Commission on August 9, 1962, accepted your proposal, which was received on August 8, 1962, for construction of Stout Creek Bridge on the Fern Ridge County Road in Marion County for the sum of $15,553.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6165. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms our telephone call to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Pacific Builder & Engineer, Inc.
1945 Yale Place North
Seattle 2, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Daily Journal of Commerce
P. O. Box 932
Portland, Oregon
Attention: News Room

Mr. Frank Morgan
Mr. L. H. Young
Mr. R. G. Savage (SIAC)
Mr. I. D. Merchant

fkn

NOTED
J. Mc C.

2

RECEIVED
SEP 13 1962
FOR FILING

[illegible]

6165

August 21, 1962

Ross Bros. Construction Company
359 Apple Blossom Avenue, North
Salem, Oregon

Gentlemen:

The State Highway Commission on August 9, 1962, accepted your proposal, which was received on August 8, 1962, for construction of Stout Creek Bridge on the Fern Ridge County Road in Marion County for the sum of $15,553.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6165. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms our telephone call to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

Pacific Builder & Engineer, Inc.
1945 Yale Place North
Seattle 2, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Daily Journal of Commerce
P. O. Box 932
Portland, Oregon
Attention: News Room

Mr. Frank Morgan
Mr. L. H. Young
Mr. R. G. Savage (SIAC)
Mr. I. D. Merchant

fkn

NOTED
J. Mc C.

2

RECEIVED
JUL 13 1962
FOR FILING
224-1058

6165

Salem, Oregon
July 12, 1962

Stout Creek Bridge
Fern Ridge County Road
near Mehama

Mr. I. D. Merchant
Bridge Engineer
BUILDING

The plans are approved for advertising of bids on the subject structure at the August meeting of the Highway Commission. Our agreement with Marion County provides that while the State is to pay all costs for construction, the County is to reimburse us in the amount of one-half of these costs; the agreement further provides that before award of the contract, the County shall deposit with the State the sum of $10,000. In addition, it is provided that upon completion of the bridge structure, the State shall submit an itemized statement in triplicate showing the total cost of the bridge.

Will you please keep this in mind in connection with this project.

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
cc Mr. R. L. Porter
Mr. L. H. Young

RECEIVED
APR 4 1962

FOR FILING

24-1058

6165

MISC. CONTRACTS and
AGREEMENTS No. 8

Salem, Oregon
March 12, 1962

Agenda Item 4-1-3

Mr. H. S. Cox
Engineer County & City Relations
Office

Cooperative Construction Agreement
Stout Creek Bridge
Fern Ridge County Road
Marion County

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a cooperative construction agreement with Marion County covering the Stout Creek Bridge Section of the Fern Ridge County Road in Marion County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Marion County.

Secretary

rn
Attach: 1

RECEIVED
MAR 2 1962
FOR FILING

334-West

[illegible]

March 1, 1962

Oregon State Highway Commission

Gentlemen:

Several years ago, our reconstruction of the North Santiam Highway changed the channel of Stout Creek at the point where the Fern Ridge Marion County Road connects with the North Santiam Highway. The creek channel is still partially upon our state highway right of way. By changing this channel, we have caused movement of the stream bed material which has been the cause of the loss of the old bridge over Stout Creek on the county road.

We have discussed the matter in great detail with Marion County and have the County's offer to contribute one half of the cost of replacement of this structure. The total cost of a new structure is $20,000, of which the County will bear half and the State half.

We believe that the State participation in this bridge replacement is justified in view of the fact that the structure is partially upon our right of way and that our highway reconstruction aggravated the condition and probably is the primary cause of the loss of the old bridge.

There will be before you at the March 2 meeting an agreement with Marion County carrying out the arrangement. I recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Mr. H. S. Cox

GSP:ms hlb

RECEIVED
R 11 1961
FOR FILING

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
COUNTY BRIDGE REPLACEMENT
FERN RIDGE ROAD-MEHAMA SECTION
MARION COUNTY

The following prospectus is submitted concerning the above-mentioned county bridge, which is on Fern Ridge County Market Road No. 82. This bridge, across Stout Creek, was washed out November 24, 1960. A temporary log bridge was constructed and in use the following week. The bridge site is approximately 60 feet northerly from the junction of Fern Ridge County Road with the North Santiam Highway at Mehama, and, since it lies approximately 75 per cent within North Santiam Highway right of way, the county has asked for assistance in the replacement of the structure.

This will be a location survey to prepare plans, specifications, and estimates for construction of a new structure over Stout Creek on existing alignment. The bridge site is near the community of Mehama.

Realignment of the crossing was suggested, but after the field inspection by Mr. Ted Kuenzi, Assistant County Engineer, and Mr. Arthur Duffy, it was decided by the county to use the existing alignment. Soils investigations will be conducted. Special drainage studies will be made to provide for adequate waterway under the new structure. The washout of the original structure was due to obstruction of the waterway area caused by deposits of large boulders. Channel straightening and revetment work will be necessary, including repair of the adjacent North Santiam Highway embankment slope. An economic analysis is not needed at this time.

Curvature, rise and fall, and traffic data are not available. The proposed structure will have a horizontal clearance of 30 feet. This extra width (above standards) is necessitated by having to use part of the structure for turning movement for large trucks as they make their approach to the North Santiam Highway.

This is a two-lane county road with no control of access.

The tentative base design by G. L. Decker is:

Wearing Surface	1¼"	0-11
Top Course, Base	2 "	Level
Bottom Course, Base	12 "	Crushed Base
Total Depth	15¼"	

(Base design subject to change upon completion of soils investigation.)

Materials are available from local county sources.

Agreements with Marion County will be necessary.

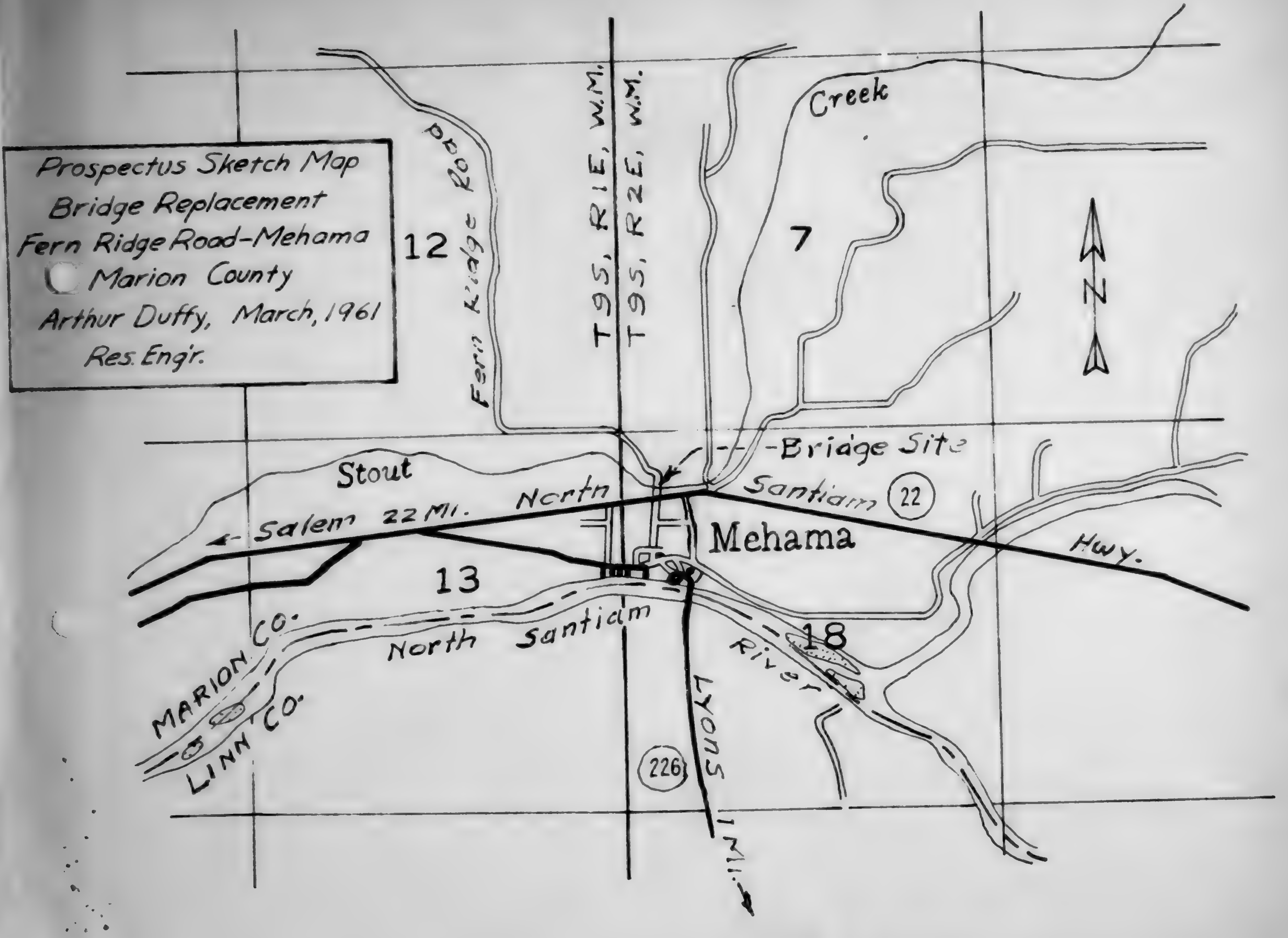
There are no State parks or roadside rest areas affected by this project.

April 10, 1961

Attach.

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright (2)

RECEIVED
APR 14 1961
STATE HIGHWAY ENGINEER



Prospectus Sketch Map
Bridge Replacement
Fern Ridge Road-Mehama
Marion County
Arthur Duffy, March, 1961
Res. Engr.

RECEIVED
MAR 20 1961
FORM 2-30 50M 2-60 26118

FOR FILING

224-1-8
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1961

SUBJECT: Authority for Survey
Stout Creek Bridge
Fern Ridge County Road

To:

Mr. Tom Edwards
Construction Engineer
Department

Herewith "Authority for Survey" together with "Location Prospectus" covering the subject project.

This project is on a county road but partially within the state highway right of way. It is not an approved FAS-C project but is to be done under a special cooperative agreement with Marion County. I do not believe there has been an agreement completed yet covering this work.

You will note on the "Authority for Survey" we have recommended a bridge with 30-foot horizontal clearance. This is wider than usual and was recommended because the bridge is so close to our highway that part of the turning movement for trucks has to be made on the bridge.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. G. S. Paxson
Mr. C. G. Swenson
Mr. I. D. Merchant

NOTED
G. S. PAXSON

RECEIVED
MAR 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 15 1961
FOR FILING

[illegible]

[illegible]

Salem, Oregon
March 15, 1961

Mr. Ivan D. Merchant

Stout Creek Bridge
Fern Ridge Road at
Mehama
Marion County

I looked at the site of the proposed bridge across Stout Creek carrying the Fern Ridge Road into the North Santiam Highway. There has been considerable movement of the stream bed, resulting in the deposition of material at the crossing. I do not believe we should put any pier in the stream itself. It looks as though we should have about a 40-foot span with as thin a superstructure as practicable to allow for some future building up of the stream bed.

The shoulders of the highway have been eroded for a distance of approximately 140 feet upstream from the bridge site. These should be built back and heavily riprapped. It would also be advisable to put about 150 feet of guardrail along the highway shoulder above the bridge. Mr. Walker told me that some consideration had been given to a line which would move the bridge upstream to a point opposite the main connection to Mehama. I talked to John Anderson, County Engineer of Marion County, this morning, and I do not believe he is very favorable to it. Before we do any location for a new line, he should be contacted.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. J. D. Walker

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FOR FILING
[illegible]
[illegible]

Salem, Oregon
February 6, 1961

Stout Creek Bridge
at Menama

Mr. Tom Edwards

Herewith copy of a letter from Judge Hartley in regard to the replacement of the Stout Creek Bridge which was washed out in the Thanksgiving Day storm. This structure is approximately half on our right of way, and we are inclined to recommend to the Commission that we participate in the cost of the replacement.

Will you please get out a survey order and make a vicinity map for the structure. I would suggest that you contact John Anderson before making the survey.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

JUDGE REX HARTLEY
COMMISSIONER HENRY AHRENS
COMMISSIONER PAT McCARTHY

PHONE EMPIRE 4-4401

MARION COUNTY COURT
COURTHOUSE
SALEM, OREGON

February 2, 1961

Mr. G. S. Paxson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson:

We have been informed by the County Engineer that the bridge over Stout Creek on County Road #956 at Mehama, Oregon, is approximately one-half of the distance into the State Highway right of way on Highway 22.

We are certain that you are aware that this bridge was washed out recently by heavy rains during the Thanksgiving Season, 1960. A temporary log bridge replacement has been accomplished by Marion County road department. However, a permanent bridge structure should be constructed this summer.

The Marion County Court feels that the State Highway has a definite responsibility regarding the replacement of this bridge in view of its partial location within State Highway right of way. We trust that you will review the matter thoroughly and advise us as to the extent of participation would be forthcoming from the Oregon State Highway Department.

Very truly yours,

Rex Hartley

Rex Hartley
County Judge

RH:jdl

RECEIVED
FEB - 3 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN [illegible] 1961

FORM E-30X 50M 7-59 22125

FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9, 1961

SUBJECT:

To: Mr. G. S. Paxson
OFFICE

Attached is a copy of a letter from Mr. John Anderson, Marion County Engineer, requesting the design of a bridge on a county road near Mehama. The location of this bridge is shown circled in red on the attached map. It appears that Mr. Anderson is fishing for some help in financing the construction of this structure because of its location. I have checked the right-of-way map which indicates that about 75% of this bridge is within state highway right-of-way.

C. G. Swenson
C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.

cc: Ivan Merchant
J. D. Walker
V. D. Wolfe

G. S. PAXSON

RECEIVED
JAN 13 1961

JOHN A. ANDERSON, P. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE EM 4-4401, EXTENSION 53
SALEM, OREGON

January 4
1 9 6 1

Mr. Clarence G. Swenson
City-County Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Swenson:

During the exceedingly heavy rains incurred over Thanksgiving, 1960, the bridge across Stout Creek on County Road #956 was washed out. County Road #956 joins State Highway #22 at Mehama. A temporary log bridge has been reconstructed on this site.

In planning for the permanent structure to be located at this site, it is my opinion that the State Highway Department would have considerable interest in the work to be done.

I would like to request that the State Highway Department give assistance in the design of a permanent bridge to be replaced at this site(in accordance with the Statutes), and I would like also to request that the matter be given study as to the extent of interest and responsibility that the State Highway Department may have in said bridge since the State Highway right of way extends almost to the center of Stout Creek.

If there is further information you need regarding this matter, please do not hesitate to let me know.

Very truly yours,

John A. Anderson

John A. Anderson
County Engineer

JAA:s

RECEIVED

110-1609 Tr. Signals & Revision, Wash. 1962
Ave.-Oak Ave. Sec., Oakland-Shady
#6166 Hwy. (Pine St.) in Roseburg

2

RECEIVED
DEC 14 1962
FOR FILING

[illegible]

6166

December 13, 1962

St. Paul Fire & Marine Insurance Co.
Pacific Department
200 Mills Building
San Francisco 6, California

Gentlemen:

On November 20 you were notified of the release of final payment on Contract No. 6166, awarded to Trowbridge Electric Co., for traffic signal installation and revision on Washington Avenue-Oak Avenue city streets in Roseburg, on the Oakland-Shady Secondary Highway, Douglas County.

Final payment on this contract is $903.41 and the total contract amount is $4,092.48. No work was performed under force account.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Ken Bailey Insurance Agency
830 S. E. Rose
Roseburg, Oregon

Trowbridge Electric Co.
721 S. E. Oak Avenue
Roseburg, Oregon

C. H. Maison

fp

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NOV 20 1962
FOR FILING

[illegible]

6166

November 16, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed November 5 on Contract 6166. The contract was with Trowbridge Electric Company and was for the Roseburg traffic signals on the Oakland-Shady Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 5, 1962, and that you concur in this procedure at the Commission meeting on November 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
F. B. Stephenson
W. C. Wolfe
Ivan Merchant
L. R. Young
C. M. Nelson

PMS:er

RECEIVED
SEP 21 1962

FOR FILING

6166

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENTAL CORRESPONDENCE

Salem, Oregon
September 20, 1962

To: Mr. D. B. Parkes
Contract Payments
OFFICE

SUBJECT: Roseburg Traffic Signals
Contract No. 6166

Trowbridge Electric Company started work on the Roseburg Traffic Signal Installation on the Oakland-Shady Highway in Douglas County, Contract No. 6166, on September 17, 1962.

Ivan D. Merchant
Bridge Engineer

by ORIGINAL SIGNED
T. C. ROAKE
T. C. Roake
Assistant Bridge Engineer

[illegible]

cc: Mr. Floyd Query ✓

FILED
C S MEAD

RECEIVED
SEP 13 1962
FOR FILING

6166

August 21, 1962

Trowbridge Electric
721 S.E. Oak Avenue
Roseburg, Oregon

Gentlemen:

The State Highway Commission on August 9, 1962 accepted your proposal for traffic signal installation and revision on Washington Avenue-Oak Avenue Section of Oakland-Shady Highway (Pine Street) in the city of Roseburg, Douglas County, for the sum of $3,774.30 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6166. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

mc

cc: Pacific Builder & Engineer, Inc. , Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

NOTED
J. Mc C.

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JUL [illegible] 1962

FOR FILING
110-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon

July 5, 1962

SUBJECT: Proposed Traffic Signal Installation
Washington Avenue-Oak Avenue Section
Pine Street
Roseburg

To:

Ivan Merchant
Bridge Engineer
BUILDING

There are attached plans, engineer's estimates and specifications for the proposed traffic signal installation and revision at the above mentioned location. It is proposed to let this at the August 8, 1962 bid opening. Although it was not on the schedule of lettings, the traffic signal installation should closely coincide with the opening of the new Washington Avenue-Oak Avenue one-way couplet.

The material is being sent at this early date to facilitate the preparation of plans and typing of specifications.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

WRZ:mgm
Attachment
cc: Tom Edwards

RECEIVED
JUL 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

308-1705 Brookings (Center St.) Sec., 1962
(Grad. & Paving)

#6167

Spec State Tax Street Fund Agr # 95

RECEIVED
MAY 31 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

308-1765

6167

May 28, 1963

City of Brookings
City Hall
Brookings, Oregon

Re: Center Street Project
City of Brookings
Special State Tax Street Fund
Agreement 95
Construction Contract No. 6167

Gentlemen:

In reply to your letter with respect to a damaged water line valve owned by Brookings Water Company, it is our position that said damage is the responsibility of the City of Brookings, rather than that of either the State or the contractor.

We believe this conclusion is inescapable under the terms of the project agreement [Special State Tax Street Fund Agreement 95] between the City and State, entered into on or about November 15, 1961. If it was necessary to move the water line or the valve in question in order to properly perform the work, it was the City's obligation to do so, without cost to the State, under subparagraph (c) of "Things To Be Done And Obligations By City." Under subparagraph (d) thereof, the City agreed to save the State and its contractors harmless from any claims or demands arising, among other things, from the location and reconstruction, or failure to relocate or reconstruct utility facilities of every kind and nature.

Further, we understand that prior to commencing the additional grading work, in the course of which the valve was damaged, the contractor pointed out to your personnel that the valve belonging to the Brookings Water Company was in a position a few inches outside the neat lines of the excavation, where it was likely to be damaged, and requested that it be moved. Despite such notice and request, we understand that the City and the water company declined to so move the valve.

NOTED
LLOYD P. SHAW

Accordingly, we cannot share your opinion that this damage is the responsibility of the State or the contractor, and we cannot take any action based upon such opinion.

Very truly yours,

L. I. LINDAS
Chief Counsel

AHJ:ks

cc: Mr. Lloyd Shaw
Mr. R. L. Porter

RECEIVED
MAY 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 31 1963
FOR FILING

Shaw

6167

5-16 [illegible]

[illegible]

[illegible] No. 6167

[illegible]

[illegible]

[illegible]

[illegible] No. 6167 [illegible] 1963.

[illegible] specifications, [illegible] Engineer, [illegible]

[illegible] Water Company was in a position, a few inches

[illegible]

[illegible] likely [illegible] value.

[illegible] of [illegible] the con- [illegible]

[illegible] made [illegible] upon [illegible] said. [illegible]

[illegible] agreement, [illegible]

(a) City shall [illegible] necessary by [illegible] said project.

(b) City shall, without cost to State and in accordance with the requirements of the charter and ordinances, [illegible] the grades of all streets in which grade changes are made necessary by said project.

(c) City shall, without cost to State, relocate or reconstruct, or cause to be relocated or reconstructed, all water, sewer, gas, electric, telephone, telegraph, railroad, street railway and all other utility conduits, lines, poles, mains, pipes, tracks, and facilities of every kind and nature made necessary to be relocated or reconstructed to conform with the proposed plans and ultimate requirements of said project.

[illegible]

[illegible] this [illegible] the [illegible] it [illegible] State, [illegible] those [illegible] construc- [illegible] deficiencies [illegible]

[illegible] City [illegible] that [illegible] be [illegible] result in [illegible] in [illegible] the balance [illegible] the city as its share of the project.

[illegible]
Staff Attorney

AHJ:hs

OREGON STATE HIGHWAY DEPARTM

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	[illegible]		308-1705 [illegible]

INVOICE NUMBER 78510

City of Brookings
City Hall
Brookings, Oregon
Attention: Don [illegible] Smith, City Recorder

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Special City Allotment project on Center Street. Contract No. 6167. Covered by Agreement dated November 15, 1961.	NOTED DON HARWELL		
[illegible]			[illegible].00
As per attached statement:			
Final costs [illegible].00			
Agreed State share [illegible].00			
Agreed City share			[illegible].00
Balance due			[illegible].00

RECEIVED
APR 11 1963
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Remit[illegible]
By

A 150 (REVISED 7-60)

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APR 11 1963

FOR FILING

6167

Salem, Oregon
April 10, 1963

73

Mr. L. I. Lindas
Chief Counsel
Building

Center Street Project
Brookings
Contract 6167

The accompanying file of copies of correspondence is in regard to a claim the City of Brookings is trying to collect.

It appears that the City has some inclination toward blackmail and is trying to force the State to obtain reimbursement for a damaged pipe line which is its own responsibility.

Will you please analyze this claim and if it is found not to be an obligation of the State, advise the City of its position.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

FORM E-30 80M 5-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1963

SUBJECT: Assignment: LPS-73
Center Street Project - Brookings
Contract No. 6167

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a copy of a report from L. W. Rulien concerning the claim of the Brookings Water Company for damage to their water line in the amount of $163.30.

To recapitulate briefly, the contractor brought the roadway to subgrade elevation; then, due to complaints of the owner of the post office building, the grade was lowered to more closely match his building. The contractor agreed to do the additional work at unit prices and at that time pointed out the possibility of damaging the valve because of its proximity to his excavation lines. He requested the City to move the valve, but as it was inches outside of the neat lines they refused. His equipment then damaged the valve in lowering the grade.

Page 4 of the Special Provisions for this project calls the attention of the contractor to the existence of the main and holds him responsible for any damage done, and also states as follows: "If the water main is located in any area which prevents completion of the proposed construction, it shall be adjusted by the City as required." Also, the City Agreement reads: "City shall without cost to the State relocate or reconstruct, or cause to be relocated or reconstructed all water, gas......and facilities of every kind and nature made necessary to be relocated or reconstructed to conform with the proposed plans and ultimate requirements of said project." Also "City shall save harmless and blameless the State of Oregon......employees, contractors and agents from all lawful claims, demands, damages,......arising out of the acquisition of rights of way......and the relocation and reconstruction or failure to properly relocate or reconstruct said utility facilities of every kind and nature."

Although the contested valve was not within the limits of the excavation, its proximity was such that the contractor felt it was endangered and requested that it be moved. Since the City refused to move the valve, and as it is difficult to control the large grading equipment within inches of a hazard, it is my opinion that the contractor should not be held responsible.

F D Morgan

F. D. Morgan
Construction Engineer

By

J. F. Putnam
Assistant Construction Engineer

JFP:bjh
Attachments
cc: L. R. Chandler

RECEIVED
APR 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-20 50M 8-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 4, 1963

SUBJECT: Assignment No. 68-M
Center Street Project
Brookings
Contract 6167
Ref: 73-LPS

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Reference is made to the subject assignment, which concerns $163.30 of alleged damage to a water valve belonging to the Brookings Water Company, which is owned by Mr. Elmer Bankus.

It is my understanding that this damage was not done to a water main but that a piece of the contractor's equipment hooked a water valve which set in very close proximity to the proposed curb line. Sometime back, it was brought to my attention by Mr. G. A. Barnhart that there was damage to a valve and I, at that time, requested him to contact his contractor in the hopes that between the contractor, the City, and the Water Company the matter would be resolved. I have been advised by Mr. Don Butts, Babler's Superintendent, that he made a special trip from Portland to Brookings in hopes of resolving this matter. He was accompanied to Brookings by our Resident Engineer, Mr. G. A. Barnhart.

For a brief background, this project, which is on the street between the Post Office and the building that houses the Water Company, was brought to subgrade elevation without any damage occurring to anything, at which time the owner of the Post Office building, a Mr. Kerr, complained that the grades were such that the sidewalk elevations, etc. would be too high in relationship to the Post Office building. This small tempest required a meeting in Brookings between myself, the City Engineer, and Mr. Kerr. During this meeting, we worked out a revised grade line, which would more or less fit adjacent topography, as best we could. The adjacent construction is very irregular and it is difficult to get any grade on this street which fits everything. The contractor was then called upon to lower the grade, which was a small imposition

CONSTRUCTION DIVISION
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CE ACE ACE COE

on him but which he did without fuss or bother. The contractor advises me that he was aware of the position of this valve and that he requested the City and/or the Water Company to have it moved. However, the valve was actually slightly outside of the neat lines of his excavation and they chose not to adjust it. Inadvertently, a piece of his equipment caught the valve and did the damage. The contractor feels, and I agree, that since he had concluded his excavation work in this area once, and was called back in to work out a revised grade, and since he had pointed out the proximity of the valve to his work, that he is not responsible.

Perusal of our agreement with the City indicates that on page 2, paragraphs C and D, under "Things To Be Done and Obligations Assumed By The City", it is indicated that the City shall, without cost to the State, relocate all utilities, etc. involved in the construction. It also indicates that the City shall serve harmless and blameless, etc. etc., the State Highway Commission, contractor, etc., from damages due to change of grade, etc. etc., and the relocation and reconstruction or failure to properly relocate or reconstruct said utility facilities of every kind and nature.

It is my recommendation that the City be advised of its obligations in this matter, appraised of the reasons why we feel the contractor should not be held liable, and requested to accept this project and work out a solution on their own with Mr. Bankus, of the Brookings Water Company.

L. W. Rulien
Assistant Division Engineer

LWR:ds

Salem, Oregon
February 28, 1963

Brookings Water Company Bill
Damage to Water Line

Mr. L. R. Chandler
Division Engineer
Roseburg

Attached is a copy of a letter directed to Babler & Halvorson by the Recorder for the City of Brookings. Apparently the City is attempting to aid the local water utility to collect a damage claim.

From the information given in the letter, we are at a loss as to what has transpired or is about to do so. The City's threat to withhold approval of "Center Street Project", Contract No. 6167, which was completed October 24, 1962 and final payment released to the contractor about January 8, 1963, seems a bit hollow.

If you have any reason to believe this small tempest is likely to affect the Highway Department, please keep us informed.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

CITY OF BROOKINGS
P. O. BOX 1308
BROOKINGS, OREGON

February 18, 1963

Babler & Halvorson
General Contractor
4617 S. E. Milwaukie Ave.
Portland 2, Oregon

Attention: Lloyd Babler

Dear Mr. Babler:

Mr. Elmer Bankus, owner of the Brookings Water Company, has furnished the City with a copy of your letter to them, dated February 8, 1963, together with a bill in the amount of $163.30, for purported damage to his water lines during construction of the center street project. The bill was submitted to the City as suggested in your letter.

In checking the matter further with Mr. Bankus, he informed us that his foreman pointed out, in detail, to your subcontractor, where the meter and lines were located in a special effort to protect said lines from damage.

We wish to advise you that the bill for this damage was rejected by the City Council at the regular Council meeting held on February 13, 1963; and further that it is their unanimous opinion that the contractor is liable for said purported damage. Until such time as this claim is settled satisfactorily the City will not be in a position to issue a letter of acceptance and approval of this project, to the State Highway Department.

Very truly yours,

CITY OF BROOKINGS

Recorder

CC- Elmer Bankus
Brookings, Oregon
CC-G. A. Barnhart, Resident Engineer
P. O. Box 515, Gold Beach, Oregon
CC- State of Oregon
State Highway Dept., Salem, Oregon

DPS/mm

FORM E-90X—50M—10-62 46623

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1963

NOTED
H. S. COX

NOTED
DON HARWELL

SUBJECT: Brookings City Street Project
Contract No. 6167

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Attached hereto is correspondence from the County and City Relations Engineer and the City of Brookings regarding a claim for damage to the Brookings water system in the amount of $163.30.

Will you please investigate this claim and report why the contractor has not taken care of same.

F D Morgan
F. D. Morgan
Construction Engineer

FDM:fp

Attach.

cc H. S. Cox

RECEIVED
MAR 29 1963
ENGINEER
COUNTY & CITY DIVISION

CITY OF BROOKINGS

P. O. Box 1308 ★ 702 Chetco Ave.

Brookings, Oregon

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

RECEIVED
MAR 18 1963
ENGINEER
COUNTY & CITY DIVISION

March 15, 1963

NOTED
R. H. PRANGE

State of Oregon
State Highway Department
Salem 10, Oregon

Re: Center Street Project

Attention: Mr. H. S. Cox,
County and City Relations Engineer

Dear Mr. Cox:

Could you advise us of the final cost figures for the Center Street project ? In order to arrive at true cost for the current fiscal year accounting period and subsequent years budget we would appreciate this information as soon as possible.

As you are aware, a letter of approval and acceptance of this project has not been issued by the City. The City Council will not be in a position to issue this letter until the damage claim of the Brookings Water Company in the amount of $163.30 is satisfied. Both the Water Company and the City have corresponded with the Contractor on this matter, but the claim has apparently been rejected.

Both the City and the Water Company consider the Contractor fully liable for the damage incurred and are not interested in absorbing this expense for the benefit of those responsible.

Very truly yours,

CITY OF BROOKINGS

Don Page Smith
Recorder

CC: George C. Baker, State Highway Commission
DPS/mm

"Home of Winter Flowers"

RECEIVED
DEC 31 1962
FOR FILING

December 31 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract #6167 awarded to Babler Bros. Inc., & Carl M. Halvorson, Inc., for grading-paving Center Street in Brookings, Curry County, was completed on October 24 1962, and accepted by the Highway Commission on November 1, 1962.

Final payment, in the amount of $795.29 will be released to the contractor after January 8 1963. The total contract amount is $26,509.81 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Babler Bros. Inc., &
Carl M. Halvorson, Inc.,
4617 SE Milwaukie
Portland, Oregon

cc: C. H. Maison

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 30, 1962

Section Brookings (Center Street)

Kind of work Grading and Paving

Highway City Street County Curry

Section prefix 308-1705 State

Contractor Babler and Halvorson

Contract number 6167

Date of ~~contract~~ award Aug. 24, 1962

Specified work days 30

Date work started Sept. 4, 1962

Work days used 23

Project authorization . . . . . $ 27,230.63

Per cent of time elapsed 76.7 %

Exclusive of engineering . . . . $ 25,294.23

Estimated cost of completed project, exclusive of engineering . . . . $ 26,802.75

Estimated per cent overrun ~~or underrun~~ . . . . + 0.7 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization . . . . $ 1,936.40

Engineering cost to date $ 825.15, 42.6 %

Date project was completed October 24, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semifinal estimate was sent to Roseburg on Wednesday, Nov. 28th.

Final report.

NOTED
R. L. PORTER

NOTED
LLOYD P. SHAW

CONSTRUCTION DIVISION
RECEIVED
DEC 3 1962

NOTED
JOHN R. OAKES

Signed Res. Engr.

Address P.O. Box 515 Gold Beach, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.11	0.11			0.11
Miles partially completed					
Miles completed	0.11	0.11			0.11
Total estimated quantities (contract)	1,600	2,030			600 T.
Total quantities corrected to date	2,400	2,430			575
Estimated quantities moved or placed to date	2,400	2,430			575
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
SEP 10 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

1164

Roseburg, Oregon
Sept. 7, 1962

C. F. Campbell, Mayor
City of Brookings,
Brookings, Oregon

Re: Adjustment of Grade
Center Street Project
Brookings

Dear Sir:

Reference is made to our conversation of September 6 in company with Mr. Fox, Mr. Kerr and Assistant Resident Engineer Harry Oswald, which conversation concerned the grading and paving of Center Street. Mr. Kerr was concerned with the planned elevations of the curbs and I advised you that we could lower the grade of this project approximately .5 to .7 of a foot and that this lowering would enable us to better match the Post Office building and other properties belonging to Mr. Kerr. I further advised that this could affect the cost of this project by approximately $600.00 and that if it did the City's share of this project would be affected a like amount. You agreed that the grade revision was desirable, and this letter will confirm that we are proceeding on the basis of this understanding.

Very truly yours,

L. W. Rulien
Asst. Division Engineer

LWR:ds
cc: Forrest Cooper
G. S. Paxson
Leonard I. Lindas
R. L. Porter
G. A. Barnhart

[illegible]
[illegible] COOPER

RECEIVED
SEP 10 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
11 1962
FOR FILING

6167

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 7, 1962

SUBJECT: Ackley Complaint
Center Street Project
Brookings

NOTED
R. L. PORTER

To: MEMO TO THE FILES

On Wednesday, September 5, Mr. G. S. Paxson called and advised that he was in receipt of a complaint from Mr. Ed Ackley, Attorney in Brookings, and that the complaint involved the grading work which was being undertaken on the Center Street project in Brookings. Mr. Ackley had alleged that dirt was being piled alongside of the Post Office building and that this dirt would adversely affect the building.

On Thursday, September 6, I paid a visit to Mr. Ackley's office, which is above the Post Office building, but failed to contact him since he was out of town. His secretary advised that Mr. Ackley had registered the complaint on behalf of Mr. Robert Kerr, the owner of Kerr Hardware in Brookings, and also the owner of the Post Office building and other lands adjacent to Center Street. I met with Mr. Kerr and we inspected the project together. I explained to Mr. Kerr that it was extremely difficult to install curbs and improve the street to a uniform grade line and at the same time match all of the adjacent topography. Mr. Kerr stated that he was aware of the problem but had had no idea that this proposed improvement would affect his property this way and that he was being assessed $3,000.00 by the city for an improvement which was actually damaging to his facilities.

An inspection of the stakes and the plans indicated that our grade could be lowered from .5 to .7 of a foot and that this minor adjustment would satisfy Mr. Kerr (the embankment which Mr. Kerr is objecting to is about .7 of a foot high).

With Mr. Kerr, Mr. Harry Oswald, Assistant Resident Engineer, and Mr. Fox, City Manager, a meeting was held with the Mayor, Mr. Campbell. I laid the problem before the Mayor and advised him that we could make a minor adjustment to our grades and that with this adjustment the elevation on the top of the curb adjacent to Mr. Kerr's property would more closely conform to the natural ground. I advised all gentlemen present that this adjustment would require the excavation of an additional estimated 300 cubic yards; that the contractor's price on this project was $2.00 a yard; and that, consequently, it was conceivable that this could add $600.00 to the project's cost. I further advised that if it did add to the project costs that the City's share of these costs would increase a like amount. The Mayor said to proceed with the adjustment and Mr. Kerr seemed satisfied.

L. W. Rulien
Asst. Division Engineer

LWR:ds
cc: Forrest Cooper
G. S. Paxson
Leonard I. Lindas
R. L. Porter
G. A. Barnhart

RECEIVED
SEP 10 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 6 1962
FOR FILING

6167

Salem, Oregon
September 5, 1962

Center Street Project
Brookings

Mr. R. L. Porter
Assistant State Highway Engineer
OFFICE

An attorney by the name of Ed Ackley called me this afternoon advising that our construction on Center Street was piling dirt against a building and that it was creating a drainage hazard that was going to do damage. Besides being quite abusive, he threatened suit. I contacted Mr. Cox concerning the project and he advises that we are raising the grade of a portion of Center Street to the maximum of approximately one foot and this raise does occur in front of the Post Office.

Our agreement with the City of Brookings on this project contains a provision whereby the City agrees to indemnify us and hold us harmless to any claims of damage due to, among other things, change of street grade.

Mr. Hulien, Assistant Division Engineer, Roseburg, is going to Brookings tomorrow; I have asked him to look this project over and to contact the Mayor and advise him of the threatened suit and to call his attention to the fact that this is a city obligation.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. Forrest Cooper
Mr. L. I. Lindas
Mr. L. R. Chandler

RECEIVED
SEP 13 1962
FOR FILING

6167

August 24, 1962

Babler Bros. Inc., and
Carl M. Halvorson, Inc.
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on August 9, 1962, accepted your proposal for grading and paving on Brookings (Center St.) Section of city street in Curry County for the sum of $24,105.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6167. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Carl M. Halvorson, Inc.
P. O. Box 1449
Portland 7, Oregon

Pacific Builder & Engineer, Inc., Seattle 2, Washington

Mr. Lowell Richards, Seattle 4, Washington

Daily Journal of Commerce, Portland, Oregon

Frank Morgan

L. H. Young

R. G. Savage (SIAC)

NOTED
J. Mc C.

fkn

CITY OF BROOKINGS

P. O. Box 1308 ★ 702 Chetco Ave.

Brookings, Oregon

NOTED
DON HARWELL

August 22, 1962

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. H. S. Cox,
County and City Relations Engineer

Re: Center Street
Project

Dear Mr. Cox:

We enclose City of Brookings Check number 1654 in the amount of $8,000.00, said check representing advance deposit in accordance with your instructions in letter dated August 9, 1962.

We very much appreciate your patience in connection with this matter and request that you proceed with the award of the contract at your earliest convenience.

Very truly yours

CITY OF BROOKINGS

Don Page Smith
City Recorder

RECEIVED
AUG 24 1962
ENGINEER
COUNTY & CITY RELATIONS

"Home of Winter Flowers"

Brookings (Center St) Sec [illegible]

Grading and Paving

Estimate (revised)

A

Item No	Item	Quantity	June 7/11/62 Unit Price	Amount
1	Drainage Excavation, Unclassified	150 cu. Yds.	5—	$ 750—
2	General Excavation, Unclassified	1600 " "	2—	3200—
3	6-inch Concrete Pipe	170 Lin Ft	2—	340—
4	12-inch " "	410 " "	3—	1230—
5	4-inch Rigid Type Drain Pipe	30 " "	2—	60—
6	Concrete Manholes	2 Only	275—	550—
7	Concrete Inlets, Type G	5 "	125—	625—
8	Concrete Curbs	32 Cu Yds	60—	1920—
9	Coarse Material in Base	1600 " "	4—	6400—
10	3/4"-0 Material in Base and Footpath	430 " "	5—	2150—
11	Sprinkling	45 M Gals	5—	225—
12	Class "B" Asphaltic Concrete	600 Tons	11—	6600—
13	Extra for Paving Approaches	12 Only	50—	600—
				$ 24650—
	Anticipated Items			
	Flagging [illegible]			100—
				$ 24750—
			12½%	3093.75
			Total	$ 27,543.75

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

CITY OF BROOKINGS SPECIAL CITY ALLOTMENT PROJECT
CONTRACT NO. 6167
CENTER STREET

PAYMENTS TO CONTRACTOR

Item	Qty.	Unit	@	Total
Drainage excavation	135.51	c.y.	$ 5.00	$ 677.55
General excavation	2407.10	c.y.	2.00	4,814.20
8" concrete pipe	143	l.f.	2.00	286.00
12" concrete pipe	367	l.f.	3.00	1,101.00
4" rigid type drain pipe	20	l.f.	3.00	60.00
Concrete manholes	2	each	200.00	400.00
Concrete inlets, type G	5	each	150.00	750.00
Concrete curbs	31.4	c.y.	60.00	1,884.00
Coarse material in base	1955	c.y.	4.00	7,820.00
3/4"-0" in base and footpath	482	c.y.	4.00	1,928.00
Sprinkling	5.2	M/gal.	5.00	26.00
Class B asphaltic concrete	578.46	tons	11.00	6,363.06
Extra for paving approaches	10	only	40.00	400.00

Payments to contractor	$26,509.81
Engineering & contingencies.	826.11
Survey	882.98
Total Cost	$28,218.90
Agreed State Share . .	20,000.00
Agreed City Share. . .	$ 8,218.90
City Advance Deposit .	8,000.00
BALANCE DUE FROM CITY.	$ 218.90

HCA:mm

(Reference: Billing Form cc-805)

NOTED
H. S. COX

August 9, 1962

NOTED
DON HARWELL

Hon. C. F. Campbell
The Mayor
City Hall
Brookings, Oregon

NOTED
JOHN D. GRAHAM

Dear Mr. Campbell:

On August 8 the Highway Commission received ONE bid from Babler & Halverson for the proposed project on Center Street. The total anticipated cost based on this bid is as follows:

Contractor's bid	$24,105.00
Flagging	100.00
Engineering & contingencies, 12-1/2%	3,025.63
Survey	882.00
Total Anticipated Cost.	$28,112.63

As per the agreement executed between the City and State the City is to pay all costs in excess of $20,000.

As the contract cannot be awarded until the City's advance deposit is in our hands, will you please have the City Recorder at his earliest convenience transmit to this office a check in the amount of $8,000 made payable to the Oregon State Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HCA:mm

RECEIVED
JUL 2 1962
FOR FILING

[illegible]

[illegible]

June 29, 1962

Pelican Bay Construction Service, Inc.
P. O. Box 200
Smith River, California

Gentlemen:

The State Highway Commission on June 27, 1962, received bids for grading and paving on Brookings (Center Street) Section in Curry County, and at its meeting on June 29, 1962, considered your bid, along with the others received for this project. The Commission rejected all bids as being too high.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. M. Young
R. G. Savage (SIAC)

RECEIVED
MAY 2 1962
FOR FILING
308 1705
[illegible]

Salem, Oregon
April 30, 1962

$250,000 Fund Agreement
City of Brookings

Mr. H. S. Cox
Engineer, City & County Relations Dept.
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with the City of Brookings covering the Special City Allotment project on Center Street in the City of Brookings.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Brookings, Oregon.

Secretary

rn
Attach: 1

NOTED
DON HARWELL

NOTED
H. S. COX

April 9, 1962

Mr. Don Page Smith
City Recorder
Brookings, Oregon

NOTED
Harold C. Ayers

Dear Mr. Smith:

The State Highway Commission plans to call for bids in the near future for the Special City Allotment project for construction on Center Street. Enclosed are three copies of an agreement covering this project.

Will you please have the City Council pass a resolution similar to the enclosed sample authorizing the Mayor and yourself to sign the agreement. Please include three copies of this resolution with the signed copies of the agreement.

As the contract cannot be advertised until the signed agreement is in our hands, will you and the Mayor please sign the three copies of the enclosed agreement, have the signatures attested by a third party, stamp with the city seal, and return the three signed copies, along with three copies of the resolution of authorization, to this office prior to April 27, 1962. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the City's records.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

Record
4-18-62

HCA:sb
Encl.

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

NOTE
JOHN D. GRAH

NOTED

LOCATION PROSPECTUS
CENTER STREET SECTION
CITY OF BROOKINGS
CURRY COUNTY

12-26-61

The following prospectus is submitted concerning the above-mentioned street in the city of Brookings. The project will be Center Street from Chetco Avenue to Railroad Street. The overall length of the project is 0.12 mile.

This will be a location survey to prepare plans, specifications and estimates for grading and surfacing on existing alignment. This is an approved project to be constructed with 1962 Special City Allotment Funds. There is one side street intersection and six approaches on this section.

The typical section will be a 48-foot curbed city street section. The approved base design for construction is:

Paving	3" A.C.
Top Course Base	3" Level
Bottom Course, Base	13" Coarse Crushed
Total Depth	19"

Pit run gravel and surfacing aggregates can be obtained from commercial sources.

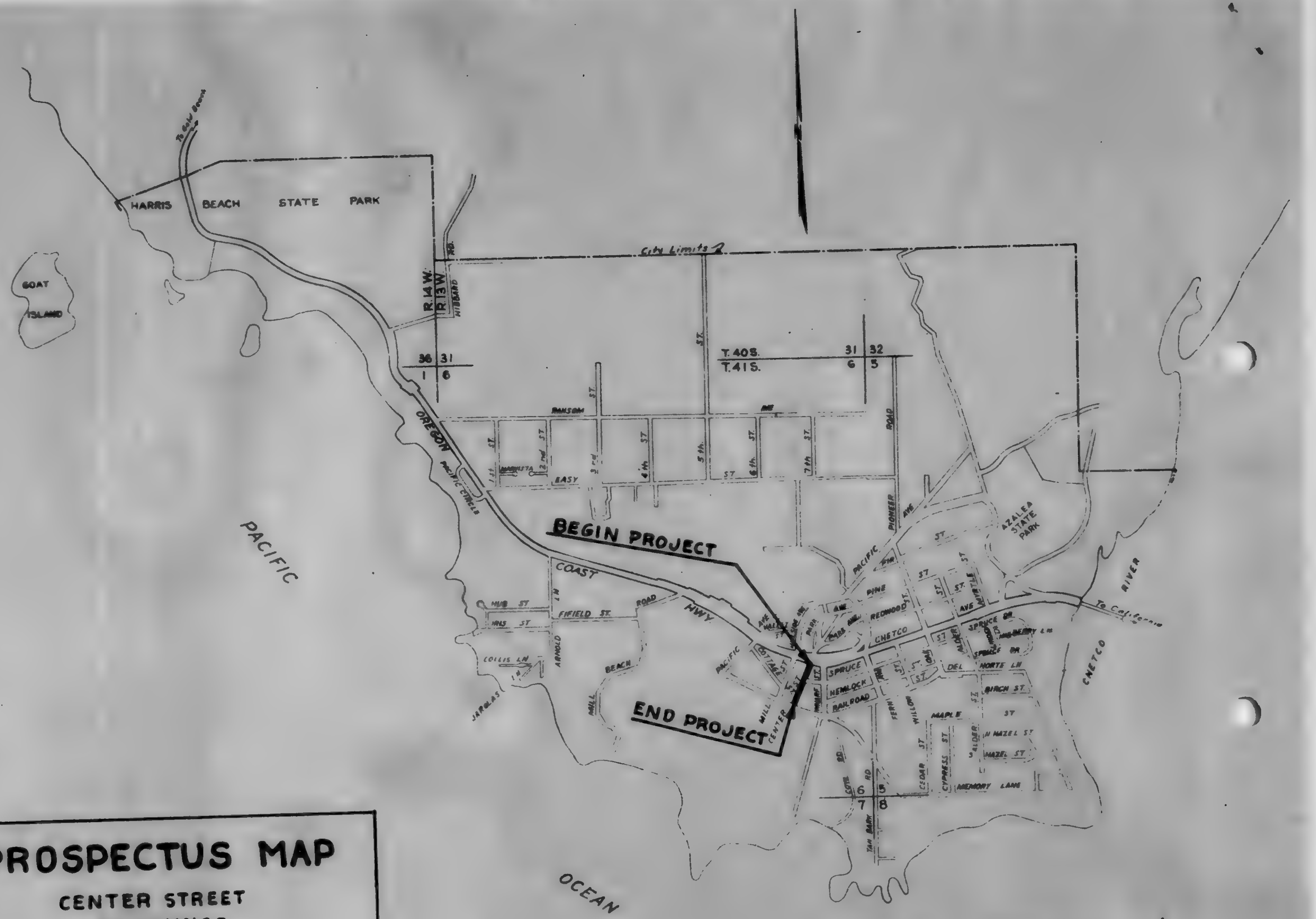
Final agreements with the City of Brookings will be necessary.

December 26, 1961

Attachment

RECEIVED
DEC 29 1961
ENGINEER
COUNTY & CITY RELATIONS

cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox ✓
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
C. G. Polk
Fred Sugnet
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

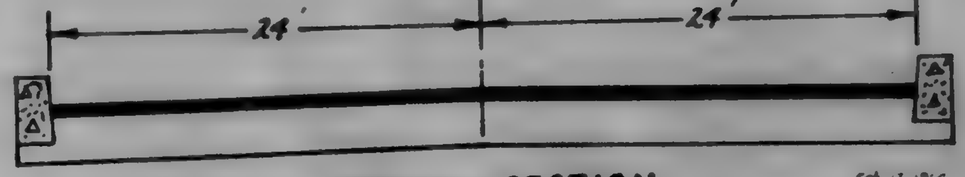


PROSPECTUS MAP

CENTER STREET
BROOKINGS

CURRY COUNTY

Scale 1" = 1600'
DEC., 1961



TYPICAL SECTION

Feb 17 1964

PRELIMINARY ESTIMATE - $250,000 Fund (1962) Project

CITY OF BROOKINGS

Center Street from Chetco Avenue to Railroad Street, a distance of approximately 0.12 mile.

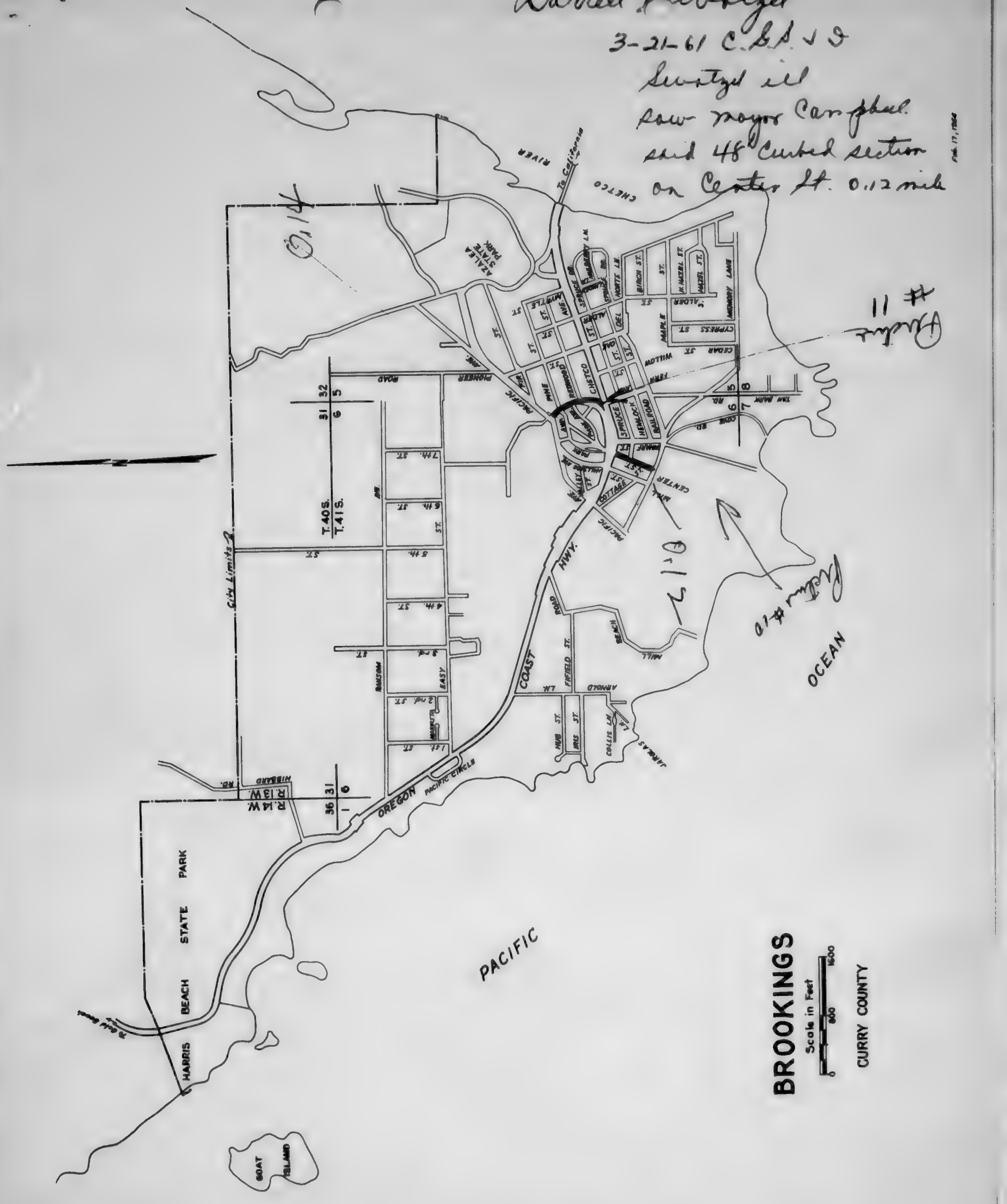
Grade; place curbs, drainage, 13" base pit-run course, 3" leveling course, and 3" asphaltic concrete 48' wide.

Item	Quantity		@	Total
General excavation	750	c.y.	$ 2.00	$ 1,500.00
Drainage excavation	50	c.y.	5.50	275.00
Course crushed rock	1350	c.y.	3.25	4,387.50
3/4"-0" in base	320	c.y.	5.50	1,760.00
12" concrete pipe	650	l.f.	2.50	1,625.00
Concrete catchbasins	6	each	120.00	720.00
Concrete curbs	50	c.y.	50.00	2,500.00
Sprinkling	40	M/gal.	5.00	200.00
Class B asphaltic concrete	620	tons	10.50	6,510.00
Extra for approaches	6	each	40.00	240.00
				$19,717.50
12-1/2% engineering and contingencies				2,464.69
Survey				1,000.00
Total				$23,182.19

TOTAL ESTIMATE - - - - $23,200

HCA:mm
11/17/61

Darrell Sewtzel
3-21-61 C.S.S. & I
Sewtzel ill
saw mayor Campbell
said 48' Curbed section
on Center St. 0.12 mile



0.14

Picture #11

0.12

Picture #10

Division No. III

City: Brookings
County: Curry
Population: 1950 --
1960 2,637

Proposed Project - 1962: Center Street from Chetco Avenue to Railroad Street, a distance of approximately 0.12 mile. Grade; place curbs, 13" base course, 3" leveling course, and 3" asphaltic concrete pavement 48' wide.

	State	City	Total
Estimated Cost:	$ 20,000	$ 3,200	$ 23,200

Remarks: This street is in poor condition and is receiving excessive wear due to heavy and unusual traffic to the several industries and mills.

Recommendation: Approval recommended.

CITY OF BROOKINGS
P. O. Box 1308 ★ 702 Chetco Ave.
Brookings, Oregon

$250,000 '62

State of Oregon
State Highway Department
Salem, Oregon

July 7, 1961

Attention : Mr. C. G. Swenson
County & City Relations Engineer

Gentlemen:

At the City of Brookings Council Meeting held June 27, 1961, the Council voted an unanimous approval of the Center Street Project.

This letter is to advise you that the City of Brookings, Oregon is willing and able to pay the costs in excess of the $20,000.

CITY OF BROOKINGS
C F Campbell
C. F. Campbell, Mayor

R B Cavens
R. B. Cavens, City Recorder

RECEIVED
JUL 10 1961
ENGINEER
COUNTY & CITY RELATIONS

"Home of Winter Flowers"

Proposed

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

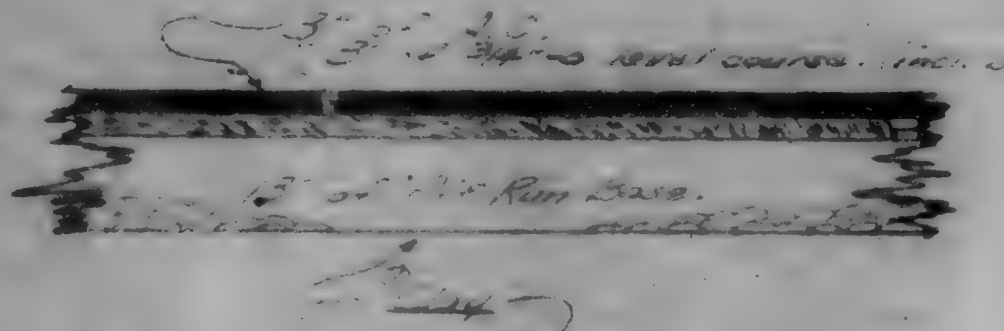
Proposed

Section [illegible] Street Highway Brookings City Street County Curry Prefix

Res. Engr. Approx. Length of Project [illegible] Miles. Between Oregon Coast Hwy. [illegible] Street Date 7-5-61

TYPICAL SECTIONS *Traffic Classif. – MH

Soil Survey & Recommended Surfacing Thickness completed at the request of H.C. Ayers, Curry - City.



7-5-61 [illegible]

*Information regarding Traffic Classification from H.C. Ayers. This section will carry some [illegible] traffic & has been raised from Medium to Medium Heavy.

The [illegible] has been increased 25% for [illegible] Pit Run Material.

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Alloc.	Designed Base & Wear: New Work	
			3	A.C.
			3	Lev.
			13	P.R. Ba.
	19		19	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
[illegible] by the Engineer.											

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
[illegible] Division

Submitted by G. T. Decker
Assistant

Recommended by C. J. Hagiman
Engineer of Materials

Recommended by [illegible]
Construction Engineer

Approved by Forrest Cooper
Deputy State Highway Engineer

NOTED
C. G SWENSON

June 23, 1961

NOTED
Harold C. Ayers

NOTED
V. R. JON

Hon. C. F. Campbell
The Mayor
City Hall
Brookings, Oregon

Dear Sir:

We plan on submitting your proposed Center Street project, along with others requested to be constructed during the 1962 construction season, to the Highway Commission for their consideration later this fall, and we wish to know if the estimate and proposed project meet with the City's approval.

The preliminary estimate for a 48-foot curbed street section using asphaltic concrete wearing surface is $24,000. As you know, the State will spend up to $20,000 on each project and the city is to pay all costs in excess of $20,000. If this meets with your approval, will you please send us a letter advising that the City is willing and able to pay all costs in excess of $20,000. Please keep this estimate confidential as far as is practicable.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

Letter received
7-10-61

ECA:mm

12-13-60

RESOLUTION No. 63

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Brookings is an incorporated city of the State of Oregon and has a population of 2637 as given by the latest official census; and

WHEREAS, the following streets of said city, Fern Avenue from Highway # 101 to Pacific Avenue (first choice)

Center Street from Highway # 101 to Railroad Street (second choice)

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Brookings does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate The City Administrator as the official representative of the city in all negotiations resulting from this request.

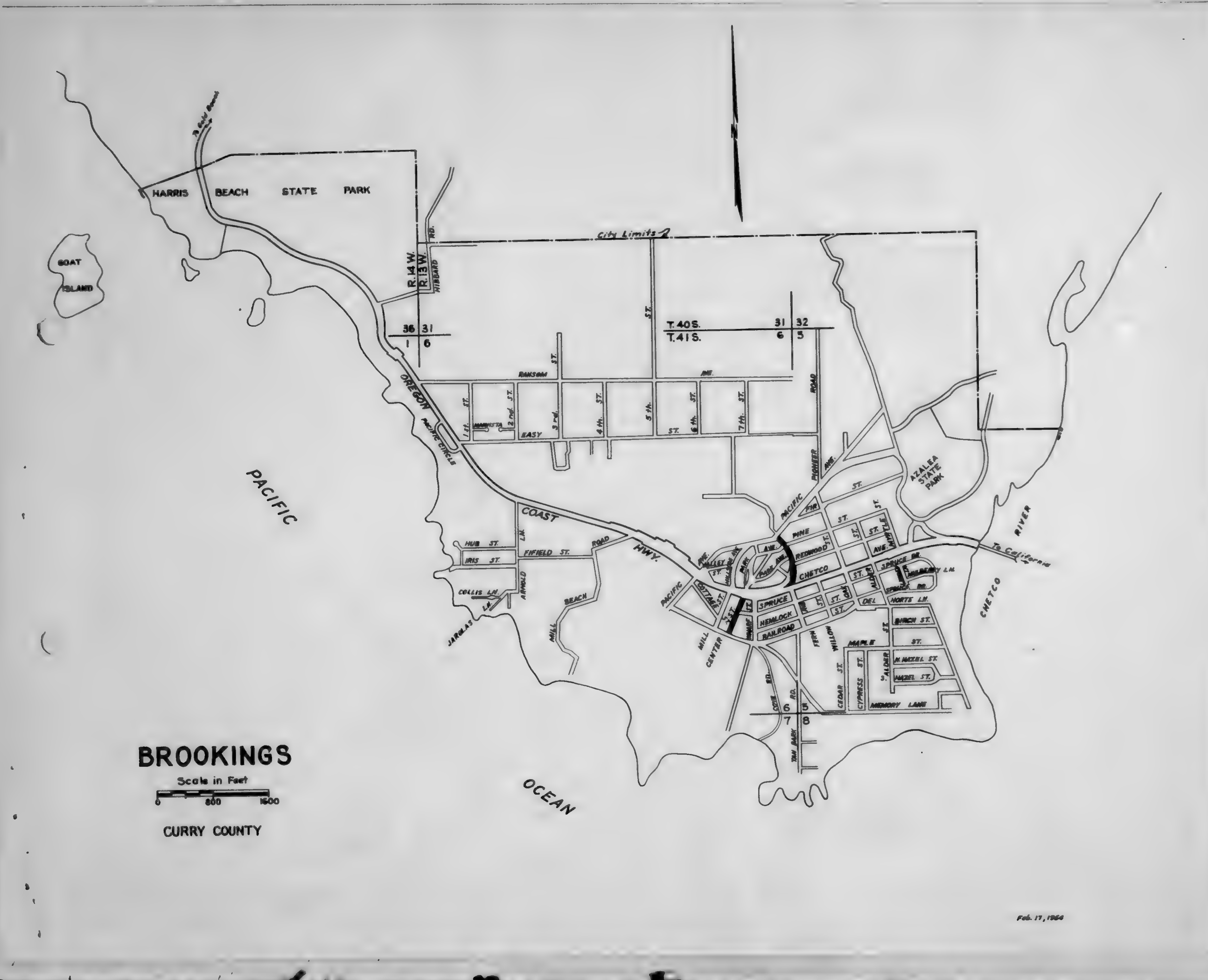
Passed and approved this 13th day of December, 19 60.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

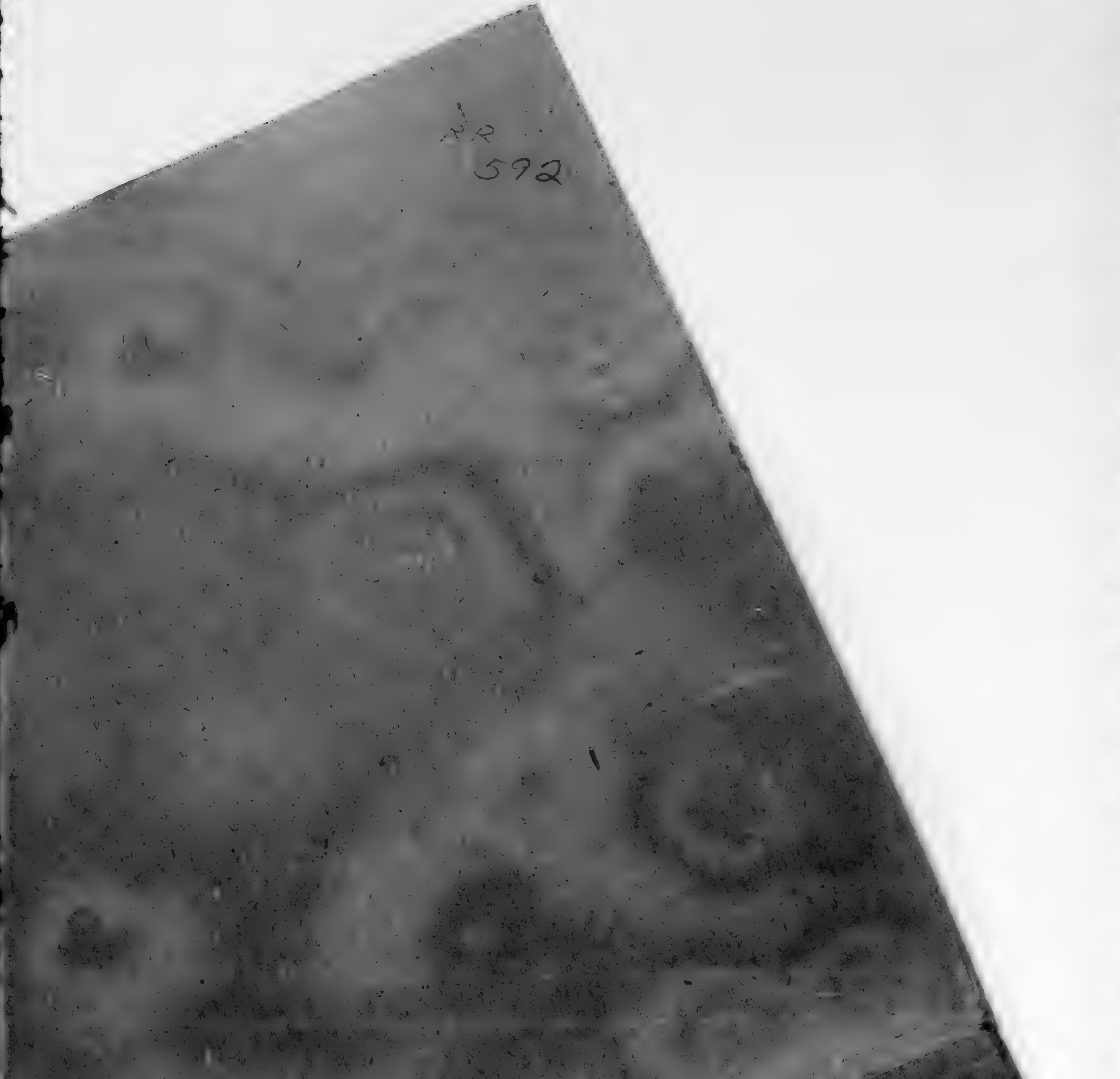
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Brookings at a regular or special meeting of said Council, held on the 13th day of December, 19 60, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 14th day of December, 19 60.

R B Covens
City Recorder


BROOKINGS
Scale in Feet
0
800
1600
CURRY COUNTY
PACIFIC
OCEAN
GOAT ISLAND
HARRIS BEACH STATE PARK
To Gold Beach
City Limits
HIBBARD RD.
R.14 W.
R.13 W.
36
31
1
6
T.40S.
T.41S.
31
32
6
5
OREGON COAST HWY.
PACIFIC CIRCLE
RANSOM AVE.
1st. ST.
MARIETTA
2nd. ST.
EASY ST.
3rd. ST.
4th. ST.
5th. ST.
6th. ST.
7th. ST.
PIONEER ROAD
HUB ST.
IRIS ST.
COLLIS LN.
JARLAS LN.
ARNOLD LN.
FIFIELD ST.
MILL BEACH ROAD
PACIFIC AVE.
FIR ST.
PINE ST.
REDWOOD ST.
MYRTLE ST.
AVE.
VALLEY ST.
HILLSIDE AV.
PARK
PARK AVE.
CHETCO AVE.
SPRUCE DR.
MULBERRY LN.
ALDER ST.
OAK ST.
DEL NORTE LN.
PACIFIC
COTTAGE ST.
5 ST.
WHARF ST.
SPRUCE
HEMLOCK
RAILROAD
FERN ST.
WILLOW ST.
MILL
CENTER
BIRCH ST.
MAPLE ST.
N. HAZEL ST.
S. ALDER
HAZEL ST.
CEDAR ST.
CYPRESS ST.
MEMORY LANE
COVE RD.
TAN BARK RD.
6
5
7
8
AZALEA STATE PARK
CHETCO RIVER
To California
Feb. 17, 1964

I-80N-7(12), Hill Cr.-[illegible] Sec., [illegible] 1962
[illegible] Oregon Trail (Grad., Pav.,
#6168 Strs.)



RR
592

RECEIVED
JAN 26 1966

FORM E-30 50M 3-65 SP*6470-734

FOR FILING

[illegible]

6168

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850
January 20, 1966

SUBJECT: Surplus Piling Under
Contract 6168
Hill Creek-Oxman Section

To: Mr. Tom Edwards
Assistant State Highway Engineer
Salem, Oregon

Persuant to your letter of January 7, an investigation discloses that there were ten 15-foot piling ordered but not used on the subject bridge, and one 50-foot piling.

These were not used because piling cut from other piling was used in lieu of the new ones. We are, therefore, enclosing transfer of costs for these eleven piling in the amount of $1,000.

It is also noted that on your listing of audit citations, Bridge No. 5829 is listed as being on the Wallowa Lake Highway. This bridge is in Multnomah County at Cascade Locks and is not in Division five.

We trust that this clarifies the matter.

A. F. Parson
Division Engineer

AFP:sp

CC: Mr. Ivan Merchant
Mr. C. H. Maison

Send att. Hrs
To Merchant
sent 1-25-66

RECEIVED
JAN 25 1965
FOR FILING

[illegible]

6168

January 21, 1965

The Fidelity & Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

Contract No. 6168 awarded to Rogers Construction Company for grading, paving, and structures on the Hill Creek-Oxman Section of the Old Oregon Trail in Baker County was completed on June 29, 1964, and accepted by the Highway Commission on January 19, 1965.

Final payment in the amount of $75,556.74 will be released to the contractor after January 28, 1965. The total contract amount is $1,330,758.23 including $12,117.80 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fsn

cc Rogers Construction Company
11760 N.E. Glisan Street
Portland 16, Oregon

McGovern Carroll Company
Peyton Building
Spokane, Washington

C.H. Maison
Attn: John Herr

L.H. Young

RECEIVED
JAN 21 1965

6168

January 19, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed June 29, 1964 on Contract No. 6168. The contract was with Rogers Construction Company and was for grading, paving and structures on the Hill Creek-Oxman Section of the Old Oregon Trail Highway in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 19, 1965, and that you concur in this procedure at the Commission meeting on January 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
L. H. Young
Ivan D. Merchant
C. H. Maison
A. F. Parson

LPS:bjs

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER

SECTION

HIGHWAY: Old Oregon Trail

WEEK ENDING: December 11, 1964

SECTION PREFIX: 601 - 1055

COUNTY: Baker

NAME OF JOB: Hill Creek - Oxman

KIND OF WORK: Grading , Paving , Structures

CONTRACTOR: Rogers Construction Co.

CONTRACT NUMBER: 6168

FEDERAL AID PROJECT NUMBER: I-80N-7(12) 318

DATE OF CONTRACT: November 1, 1962

DATE WORK STARTED: December 10, 1962

ESTIMATED COMPLETION DATE: December 8, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 12 SUPERVISION: 1

SPECIFIED WORK DAYS: 150

WORK DAYS USED: 191

PERCENT OF TIME ELAPSED: 127

PROJECT AUTHORIZATION: $1,594,950.75

ENGINEERING AUTHORIZATION: $113,418.72

EXCLUSIVE OF ENGINEERING: $1,481,532.05

ENGINEERING COST TO DATE: $144,503.79

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,362,000.00

PERCENT OF AUTHORIZATION . . . . . 127 %

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . . ____%

DATE PROJECT WAS COMPLETED: December 8,1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.35	2.35		2.35	2.35
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.35	2.35		2.35	2.35
TOTAL ESTIMATED QUANTITIES (CONTRACT)	924,000	9[illegible],800		11,100	21,600
TOTAL QUANTITIES CORRECTED TO DATE	882,000	106,290		11,470	23,172
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	882,000	106,290		11,470	23,172
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Time expired				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 9 trucks, 1 loader, 1 dozer

	WEATHER	HOURS DELAY	Workday Charged	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Snow			
THURSDAY	Snow			
FRIDAY	Snow			
SATURDAY				

NOTED
LLOYD P. SHAW

NOTED
JOHN R. OAKES

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor completed hauling excess rock to stockpile on Monday.

Plant site was cleaned up and equipment moved out on Tuesday.

THIS IS THE FINAL REPORT FOR THIS PROJECT

SIGNED RR Cameron
R.R. Cameron

ADDRESS P.O. Box 269, Baker, Oregon 97814

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
SEP 25 1964

FOR FILING

6168

Salem, Oregon
September 24, 1964

Final Payment
Contract No. 6168

. F. Parsons
Division Engineer

Att: C. D. Cannon

Refer to your TT 183, to Ted Boehme dated 9-24-64.

We have not yet received the RR-47, Statement of Materials and Labor Used by the contractor, or the Third notification. Final payment cannot be made until these reports are received and the contract accepted by the Highway Commission.

Your teletype indicates the rock to be purchased under PA No. 8 is to be moved. If the present location of the rock is a factor in delaying the Third Notification, the final may as well be held for inclusion of PA No. 8.

Please advise. We will hold the preparation of the Final Estimate for definite word.

D. B. Parkes
Contract Payments Engineer

DBP:mb
cc: F. A. Morgan
R. R. Cameron

RECEIVED
AUG 4 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 19, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Use of Box Culverts by Cattle
Hill Creek-Oxman Section
Old Oregon Trail Highway

Dear Sir:

Reply is made to your letter of July 31, 1964 in which you indicate interest in the difficulties facing appraisors in evaluating cattle usage of concrete underpasses.

Attached hereto is a letter from Mr. Alfred Shirley, Jr., Assistant Division Engineer in LaGrande, concerning two box culverts which were investigated in this regard. This letter indicates that cattlemen are having considerable difficulty in driving stock through these boxes. This letter should be of interest to you.

I am, by copy of this letter, requesting Division personnel to continue observing cattle usage of box culverts in this and other areas.

I trust this is the information you needed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

Attach.
FDM:fp
cc L. P. Shaw
W. T. Wright
A. F. Parson

RECEIVED
AUG 19 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 17, 1964

SUBJECT: Use of Box Culverts by Cattle
Hill Creek-Oxman Section
Old Oregon Trail Highway
Contract No. 6168

To:

F. D. Morgan
Construction Engineer
Salem

Reference is made to your letter of August 7 concerning use of box culverts by cattle.

The 8 x 8 box culvert located at Station 905+90 on the subject section was investigated on August 11. At this time, there was approximately a two-inch deep layer of dirt on the barrel of the box but no dirt on either apron. There was evidence that stock had been at both ends of the box but no evidence to indicate that stock had actually used the box culvert. Attached are two reports made by representatives of the construction division and right of way division who witnessed an attempt by experienced cattlemen to drive stock through the box. Apparently this attempt to drive was unsuccessful. At the time of the drive, there was no dirt on the floor. Cattle have been grazing in the area but apparently have not used the box culvert as a stockpass.

The double 10 x 8 box culvert at Station 979+00 is used by stock, but the cattle have not been grazing in this area so it has not been used this summer. Right of way agents and the resident engineer informed me that they have actually observed cattle using this double 10 x 8 culvert as a stock pass. The entrances to both box culverts are relatively level and no brush or large rock hinders the movement of the stock.

It is possible that the stock may be enticed through the 8 x 8 box with hay placed on the floor, or some other lure. It is also possible that range cattle are not adapted to the use of this type of cattle pass but stock that normally grazes most of the year adjacent to the highways and its associated noises, might use the box culvert of this size.

A. F. Parson
Division Engineer

By Alfred Shirley Jr.

Alfred Shirley, Jr.
Assistant Division Engineer

CONSTRUCTION DIVISION
[illegible]

AS:if
Attach.

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 31, 1964

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dee
Acting Division Engineer

SUBJECT: Oregon Project I-80N-7(10)326
Cuman-Dubbs Ranch Section - Kirby, 29119

We have reviewed the additional information submitted by your staff appraisers concerning the railroad bridge at Pritchard Creek on the Kirby property, and the 8-foot by 8-foot concrete box at Station 907+35.

The information indicates that the appraisers did not allow damages to remainder lands for a presumed loss of passage under the railroad bridge. Your records also indicate that the property owner has no legal permit from the railroad to move cattle under the railroad bridge. Based upon this information we have no objection to the review appraisal of $20,000 as a basis for Federal participation.

Concerning the 8-foot by 8-foot concrete box at Station 907+35 we are aware of the difficulties facing the appraisers in evaluating cattle usage of the underpass. Due to the uncertainty of its use we are not taking exception to any damages allowed in the appraisals covering this item; however, if condemnation is necessary we believe your case would be strengthened by the presentation of information that cattle use other passes of similar lengths in the immediate area, as outlined in our letter of June 29, 1964. It is our understanding that dirt has been placed in the bottom of this underpass and it is being closely observed to determine any cattle usage.

CONSTRUCTION DIVI
AUG 1964
NOTED

NB E/ CB

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible]

[illegible]

[illegible]

To: [illegible]

[illegible]

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER	**WEEK ENDING:** July 31, 1964
	SECTION Hill Creek-Oxman	**SECTION PREFIX** 601-1055
	HIGHWAY Old Oregon Trail	**COUNTY** Baker
NAME OF JOB Hill Creek-Oxman	**KIND OF WORK** Grading, Paving & Structures	
CONTRACTOR Rogers Construction Co.	**CONTRACT NUMBER** 6168	**FEDERAL AID PROJECT NUMBER** I-80N-7 (12) 318
DATE OF CONTRACT November 1, 1962	**DATE WORK STARTED** December 10, 1962	**ESTIMATED COMPLETION DATE** June 29, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: --- SUPERVISION: ---	**SPECIFIED WORK DAYS** 150	**WORK DAYS USED** 191 ✓
PROJECT AUTHORIZATION: $ 1,594,950.75	**ENGINEERING AUTHORIZATION** $ 113,418.72	**PERCENT OF TIME ELAPSED** 127 ✓
EXCLUSIVE OF ENGINEERING: $ 1,481,532.05	**ENGINEERING COST TO DATE** $ 143,091.00	**PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST**
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,362,000.00	**PERCENT OF AUTHORIZATION** 126 %	100
ESTIMATED PERCENT: OVERRUN UNDERRUN 8 %	**DATE PROJECT WAS COMPLETED:** June 29, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.35	2.35		2.35	2.35
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.35	2.35		2.35	2.35
TOTAL ESTIMATED QUANTITIES (CONTRACT)	924,000	[illegible]		11,100	21,000
TOTAL QUANTITIES CORRECTED TO DATE	832,000	106,290		11,470	23,172
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	832,000	106,290		11,470	23,172
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Time Expired				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	Workday Charged ✓ CAUSE OF DELAY
SUNDAY			
MONDAY	Fair		
TUESDAY	"		
WEDNESDAY	"		
THURSDAY	"		
FRIDAY	"		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office force completed the semi-final estimate this week.
This estimate submitted to Division Office Friday.

FINAL REPORT THIS PROJECT

SIGNED R R Cameron
R.R. Cameron

ADDRESS P.O. Box 259, Baker, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

477 Cottage St. N.E.
Salem, Oregon 97301

July 2, 1964

08-35.4-DA

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon I-80N-7(12)318
Mill Creek-[illegible] Section
Inspection-in-Depth

We are attaching a copy of an inspection-in-depth which was made on the subject project during June 10 and 11.

There were no major items noted that would require corrective action. Several minor problems that were observed are problems that may occur on any project, and the alertness of the inspectors and other project personnel handle these in short order.

It is our feeling that Mr. Cameron, Resident Engineer, and his crew have a well managed project and the end result should be a facility that will give the traveling public a pleasing ride for many years.

Attach.

original To Morgan with attach
cc Young " "
7-7-64

NOTED
LLOYD P. SHAW

STATE COPY

Form PR-33
(5-2-56)

Division No. Region 8

District Oregon Division

Project No. I-80N-7(12)318

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

Report on Inspection-In-Depth Report - Asphalt Paving

Inspection made by L. C. Jensen, Area Engr. L.C. Jensen *Date inspection made* June 10 & 11, 1964

In company with R. R. [illegible], Resident Engineer, H. Scott Coulter, Asst. Division Engineer and R. E. [illegible], Division Paving Engineer, OSHD

REVIEW OF PLANS, SPECIFICATIONS AND PROJECT RECORDS	8 hours
TRAVEL TIME	8 hours
FIELD INSPECTION	16 hours
WRITE-UP TIME	12 hours
TOTAL TIME	44 hours

OREGON INTERSTATE PROJECT I-80N-7(12)318
[illegible] CREEK - OXMAN SECTION
OLD OREGON TRAIL HIGHWAY

DESCRIPTION OF PROJECT

The work to be done under this contract consists of construction of 2.339 miles of four-lane highway, two reinforced prestressed beam concrete bridges and three reinforced concrete box culverts and one retaining wall, construct 2.339 miles of four lanes with stone base and shoulders, construct 2.339 miles of the four lanes with plant bituminous base, construct 2.339 miles of four lanes with asphaltic concrete, construct type 5231 oil mat wearing surface on frontage road, metal guardrail and other incidental work.

The contract project begins at station [illegible], which station is approximately 3.6 miles southeasterly of Pleasant Valley and about 17.6 miles southeasterly of Baker. The easterly end of the project is at station [illegible].56 which station is near Oxman Railroad Overcrossing.

PROJECT AVAILABILITY

Right-of-way or right-of-entry was available to the contractor as reported in the State's letter dated November 1, 1962. Bids were opened October 30, 1962.

CONTRACTOR

Rogers Construction Co., Portland, Oregon. Bid amount $1,337,584.00.

Subcontractors:
1. Soule Steel Co., Portland, Oregon - Items 25, 49 and 61.

Comm-DC 47159

2. McWaters Construction Co., Boise, Idaho - Items 26-31.

3. Coodat Crane Service, Portland, Oregon - Items 54 and 55.

4. Percy Jellum, Pendleton, Oregon - Items 34, 35 and 38-44.

The total value of the subcontracts is [illegible] or 16.01% of the contract. The first three subcontractors did not perform any items which were a part of this inspection-in-depth. The fourth subcontractor, Percy Jellum, Pendleton Oregon, performed work on the project during the latter part of the 1963 construction season which is wholly within the perspective of the inspection-in-depth. However, in 1964 the contractor notified the Resident Engineer the subcontract between Rogers Construction Co. and Percy Jellum had been cancelled, hence, during said inspection all work was performed by the contractor.

SUMMARY AND RECOMMENDATIONS

The project records were current and the documentation was deemed satisfactory.

The testing frequency was adequate as to maintain good control of the plant mix pavement. The inspectors performed their testing according to established procedures and appear to have a knowledge of the purpose and the meaning of each test they performed.

The frequency of inspection by authorized State Division and Central Office personnel has been adequate.

Final record samples have been taken and will continue to be taken until the work is complete.

The general appearance of the completed roadway lanes and shoulders indicated the material was thoroughly mixed, was placed at the correct temperature and the lay down and subsequent rolling for compaction was apparently satisfactory. Attention was directed to the resident engineer to the rock base for the 10' paved shoulder on the eastbound lanes which appeared from observation to need additional material and additional rolling. This material has been placed this spring and the resident engineer confirmed the fact this base had not been approved for placement of the paved shoulder.

Mr. R. R. Cameron, Resident Engineer, was thoroughly conversant with all phases of the project and the work was well organized. The inspecting engineer believes that the personnel assigned to this project are conscientiously endeavoring to get a good job and commendation is given them for their attitude and their good work.

- more -

ENGINEERING PERSONNEL

Mr. R. R. Cameron, Resident Engineer, has served in this capacity since 1958. Previous to that time he was an assistant resident engineer on projects in another state division at the Oregon coast. He has a thorough knowledge of all phases of this project. The records indicate that the personnel in responsible positions had come up through the ranks to their present positions. All had been through the materials and the paving schools held by the Field Testing Engineer or they have been certified by the Oregon Division Office Material's Engineer as capable and competent. The Oregon Division office Paving Engineer has been spending his time between this project and paving project I-80N-4(14)1[illegible]. This person has been working with the Central Office Materials Laboratory on paving plant operation for the past twelve years.

INSPECTION PROCEDURES

The inspection procedure included a review of test reports field books, diaries, ticket books including materials receipt, weigh memo, correspondence, progress estimates, interrogation of the resident engineer and his inspectors, inspection of testing procedures and visual inspection of the completed work.

COMPLETED WORK

It is estimated that 67% of the paving is completed. The asphaltic top base course is complete. The bottom course asphaltic concrete is complete except eastbound at the westerly limits of the project where a traffic changeover is required. This is for 1000 feet. The top course is being placed presently which includes a four foot paved shoulder and a ten foot paved shoulder each roadway.

SURVEY CONTROL

The top of the subgrade and top of the eleven inch bottom base course had survey grade stakes set. Three level sections were taken to secure a shed roof section as shown on the typical section. After the top asphaltic base was placed three level sections were again taken and recorded. After the first lift or bottom course pavement was laid three level sections were taken. Hence, the riding qualities of pavement shows the results of such close attention.

[illegible]

The contractor had grade stakes set at various stages of this construction. Adequate stakes were set for subgrade, bottom base rock and for asphaltic top base. There being two twelve foot lanes and one four foot and one ten foot shoulder three level grade stakes were set to obtain the shed roof section as previously described.

- more -

Equipment such as motor graders, rollers and a land leveler were used to strike a gradient as outlined by the stakes. Compaction tests were made on the bottom base rock course. Cores have been cut of the asphaltic top base course and the bottom course of asphaltic concrete. The results were reviewed and found very satisfactory of the nine cores taken to the Salem Central Laboratory for testing. All were above 92% for compaction which is the minimum. Two were under the tolerable depth and the other seven were above the nominal thickness of 2".

MATERIALS SOURCE

The rock for paving was crushed from a stockpile placed by a previous project identified as I-80N-7(11)316 which was a slide removal. The lift removed was basaltic rock on the upper 150' portion covering a deposit of argillite rock 150' thick. The rock was kept separate and the basaltic rock was stockpiled in an area where there was room to crush and store the crushed rock. Later the paving plant was setup in the same area.

CONTRACTOR'S PAVING OPERATION

The contractor's paving plant was a Barber Greene continuous asphalt plant. The paving plant was new in the summer of 1962. The plant was marked "Circus". The manufacturer gave the rating as 300 tons per hour. The Division Office Paving Engineer reports the State has stated the plant should be 200 tons per hour. The best production recorded in 1963 was 233 tons per hour. The plant is automatic and has a separate control board housed separately. In addition manual controls are at various locations to allow complete control. The plant has two 1500 gallon asphalt storage tanks. Samples can be secured at the intake end as the tanker unloads or at the discharge end under pressure. A separate heater (Circulating Hot Oil Co., Model H 150) is nearby which is automatic. The fuel tank for the dryer is a separate tank, 1500 gallons capacity. The paving rock in three separate piles, 3/4"-1/2", 1/2"-1/4", 1/4"-#10, are fed to storage bins by a front end loader. The material is fed into a conveyor by a calibrated opening. The mixed material then goes through the dryer and is again screened into 3/4"-1/2", 1/2"-1/4", 1/4"-#10 and 10 minus. Through calibration the four sizes plus crushed limestone are mixed with the asphalt and goes through the pugmill into a discharge hopper. The mix time was given as 47 seconds which is deemed satisfactory. The State will not allow any mix time less than 35 seconds.

The plant generators are started one hour before the full operation is to begin, then other units are started twenty (20) minutes so that when it is time for the first batch to be mixed everything should be functioning . If it isn't, all rejects are weighed and the asphalt is deducted.

- more -

After loading the haul trucks then go to a platform scale adjacent to the westbound lanes of the Interstate I-80N. This scale can measure a long truck in one weighing. The scale was installed by a private scale company and then the Oregon State Weighing and Testing Department checked the scales and placed a seal thereon. The approach to the scale platform is on a roadway which is level to the scales. While weighing no truck brakes need to be set. A recommendation was made to clean the small deposits of mud which had been carried onto the scales. Empty trucks are weighed twice daily. Trucks are using the travelled roadway so the loads hauled are legal. The trucks go westerly approximately one mile to the Pleasant Valley Interchange and then return easterly on the eastbound lanes.

Traffic with the job limits is kept on the existing roadway by barricades and signs.

The paver is a Barber-Greene and three rollers follow up the lay down. The flat wheel used for the breakdown follows as close as possible, never closer as to pickup. The pneumatic roller works in between the flat wheel breakdown and finish rollers.

This spring the weather has been unusual. It is reported one half of the moisture received in the vicinity of Baker this year has fallen the past week. No paving was done in the rain except to finish the laydown of trucks in transit from the paving plant. On a normal day the pavement laydown is stopped at 4:12 p.m. to allow sufficient rolling during the warm daylight hours of the afternoon and early evening.

The pavement already placed has good riding qualities. Some pavement joints are better than others.

MATERIAL TESTING

On June 3, 1964 Area Engineer Jensen made an inspection on the project. The paving plant had been shut down. Conferring with Resident Engineer Cameron and Paving Engineer Brunelle it was found that when Mr. Brunelle saw the mix that morning he knew that something was not functioning properly. Tracing the flow of aggregates they found a screen had split near its center. This screen was in the bins just prior to entering the pugmill. This explanation is offered to show the value of previous experience. The laboratory technician would not have been aware of this trouble until it showed in the sample later in the morning.

Samples of crushed rock were sent to the Central Laboratory to ascertain the proper mix at such time oil from the supplier is used. The mix is modified slightly in the field during the conducting of tests to fit

- more -

more nearly the materials that come from the stockpile daily. As previously stated, oil samples are taken each time a tanker comes from Portland. These samples are taken by the technician normally called a "Streetman". The supplier transmits a certified invoice that the oil meets Oregon State Highway Department specifications. For this supplier the general manager of the firm in Portland assumes this responsibility. Thus far no samples taken by the State have shown the oil to be otherwise than specified.

Hourly records are made of the temperature of the mix in the pugmill and the mat. The air temperature is recorded each day as work begins. On the day of the field inspection at 9:10 a.m. the temperature was 290°, the mat 270° and the air 41°. This is within specification and is deemed satisfactory.

An analysis of the mix is made for every 1000 tons, however, on this project they have made two tests per day, which is a test for less than 1000 tons. On the date of the inspection the Area engineer observed the technician secure the two samples, one is run and one marked and held in a standby stockpile marked with date, time and data. The weighed sample was carefully washed with gasoline in a centrifical washer, (three washings were used) then dried and placed in a mechanical sieve separator. Below is the result of the test:

Date	Station	Sieve Size	Pt. Acc.	Wt.	Acc. Total	Special Provision Specifications are:
6-11-64	956+00 Lt.	1/2	14.9	14.9		
	Westbound	1/4	39.1	24.2	39.1	28-46
		4	51.3	12.2		
		10	70.1	18.8	31.0	17-35
		40	86.3	16.2		11-20
		80 - 200	92.4	6.1		5-17
		P 200	95.3	2.9	25.2	3-7
		Asphalt -- -- -- -- -- -- -- -- --			4.7	4.6-6.5

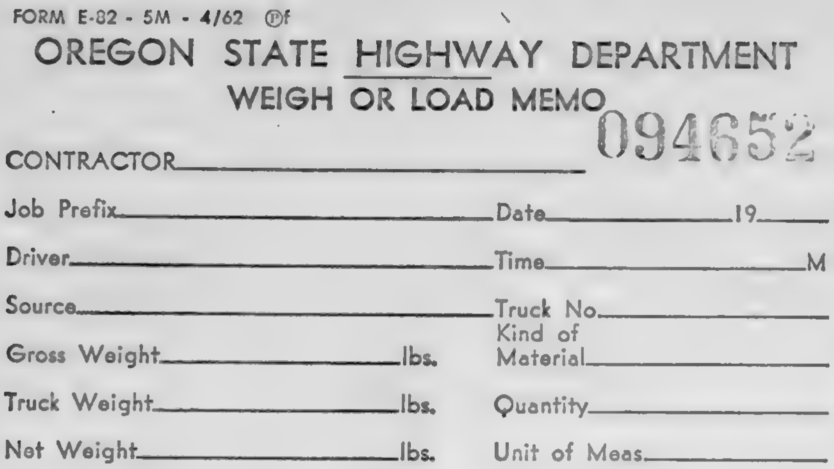
∴ 39.1+31.0+25.2+4.7 = 100

When a load is weighed at the scales a weigh memo is made out in duplicate. See attached blank copy Form # E-22-32 - 4/62.

The State's Field Job Control Manual of Instruction require 1 test of each 1000 tons or minimum of 1 test each days run. Then in addition 1 sample to the Central Laboratory for each 5 field test. The Central Laboratory records show 3 tests have been made for the plant mix base and 4 tests for the class B asphaltic concrete. All meet specifications and adhere to the number of test requirements.

This copy to Driver

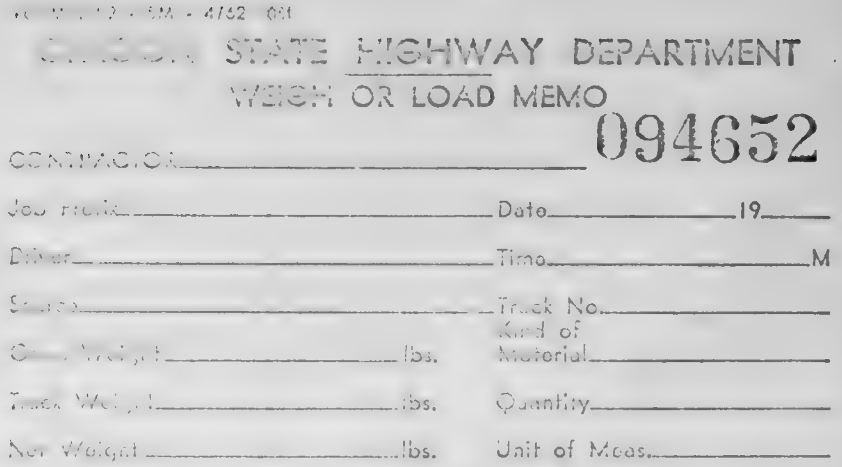
This copy remains in book



FORM E-82 - 5M - 4/62 ®f

OREGON STATE HIGHWAY DEPARTMENT
WEIGH OR LOAD MEMO
094652

CONTRACTOR__________
Job Prefix__________ Date__________19____
Driver__________ Time__________M
Source__________ Truck No.__________
Gross Weight__________lbs. Kind of Material__________
Truck Weight__________lbs. Quantity__________
Net Weight__________lbs. Unit of Meas.__________



FORM E-82 - 5M - 4/62 ®f

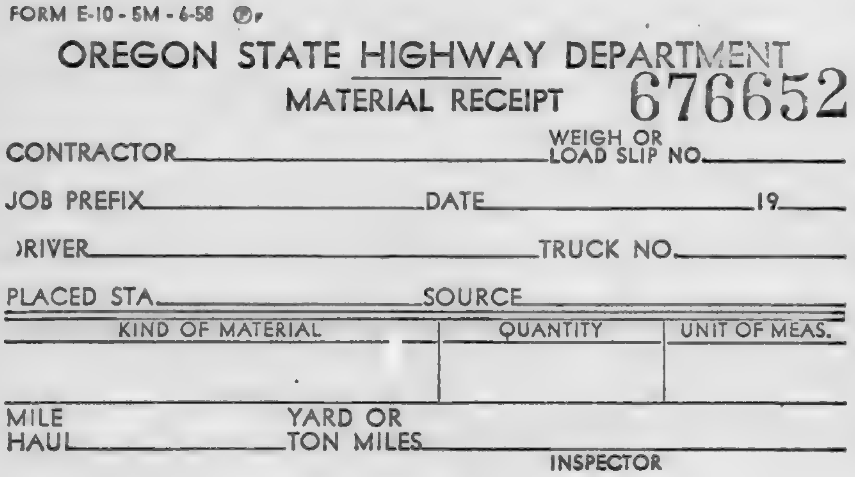
OREGON STATE HIGHWAY DEPARTMENT
WEIGH OR LOAD MEMO
094652

CONTRACTOR__________
Job Prefix__________ Date__________19____
Driver__________ Time__________M
Source__________ Truck No.__________
Gross Weight__________lbs. Kind of Material__________
Truck Weight__________lbs. Quantity__________
Net Weight__________lbs. Unit of Meas.__________

When the load arrives at the paver the driver hands the weigh ticket to a technician who then fills in an original and duplicate of material receipt Form E-10-5M-6-58.

This copy goes to Contractor

This copy remains in book



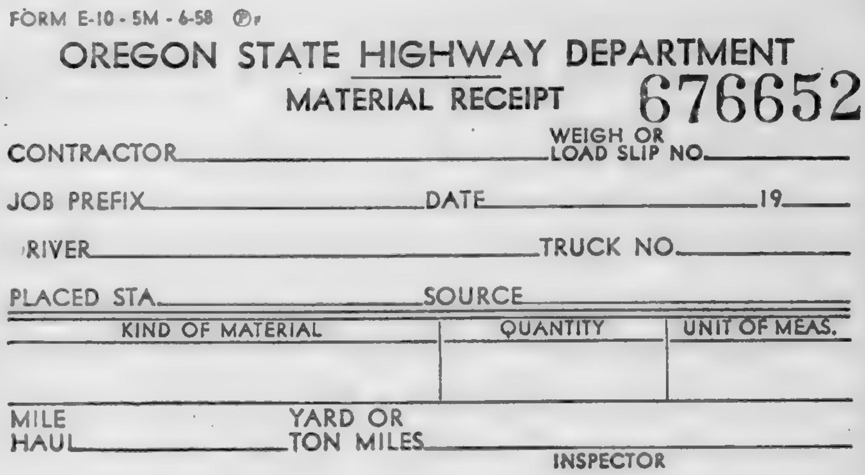
FORM E-10 - 5M - 6-58 ®r

OREGON STATE HIGHWAY DEPARTMENT
MATERIAL RECEIPT
676652

CONTRACTOR__________ WEIGH OR LOAD SLIP NO.__________
JOB PREFIX__________ DATE__________19____
DRIVER__________ TRUCK NO.__________
PLACED STA.__________ SOURCE__________

KIND OF MATERIAL	QUANTITY	UNIT OF MEAS.

MILE HAUL__________ YARD OR TON MILES__________
INSPECTOR



FORM E-10 - 5M - 6-58 ®r

OREGON STATE HIGHWAY DEPARTMENT
MATERIAL RECEIPT
676652

CONTRACTOR__________ WEIGH OR LOAD SLIP NO.__________
JOB PREFIX__________ DATE__________19____
DRIVER__________ TRUCK NO.__________
PLACED STA.__________ SOURCE__________

KIND OF MATERIAL	QUANTITY	UNIT OF MEAS.

MILE HAUL__________ YARD OR TON MILES__________
INSPECTOR

This form E49X keeps a daily total. Two of these are made out, one by the technician at the scale house and another at the paver. The two records are compared at the end of the day. They have a rule to make an accumulative total check on every tenth load. Here with as examples are first from scale house.

(Form on next page)

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 1 OF 1 SHEETS

Hill Creek - Oxman
601 - 1052
Asph. - Conc. Mix

Dayshift
Date 9/01
Checker
T.E. Shook

Load	Trk	Tons	A.C. Tons	Sta	Load	Trk	Tons	A.C. Tons	[illegible]
					21	16-C	13.030	342.290	93[illegible]
1	Reject								
			13.970	873+50	22	31	23.790	366.080	[illegible]
2	1								
3	16-C	13.420	27.390	875+50	23	27	24.800	390.880	94[illegible]
4	27	26.270	53.660	[illegible]	24	28	24.170	415.070	[illegible]
5	31	23.750	77.410	[illegible]	25	1	13.770	429.040	[illegible]
6	28	24.260	101.670	894+50	26	59	13.240	442.320	[illegible]
7	59	11.480	113.150	[illegible]	27	31	25.110	[illegible]	[illegible]
8	1	13.140	126.270	888+50	28	16-C	12.890	480.320	[illegible]
9	16-C	12.950	139.220	899+50	29	30	23.170	503.490	967+[illegible]
10	30	24.850	164.070	902+00	30	27	22.830	526.320	[illegible]
				–					
11	57	13.200	177.270	907+00	31	28	23.815	550.135	[illegible]
12	27	24.600	201.870	909+00	32	1	12.600	562.735	97[illegible]
13	1	13.740	215.610	910+00	33	59	12.660	575.395	[illegible]
14	31	22.860	238.470	912+00	34	31	26.010	601.405	[illegible]
15	28	26.050	264.520	914+00	35	16-C	13.230	614.635	[illegible]
16	16-C	13.320	277.840	916+00	36	30	25.030	639.665	989+[illegible]
17		Reject		—	37	27	24.260	663.925	[illegible]
18	1	13.380	291.220	927+50	38	1	13.300	677.225	[illegible]
19	59	13.370	304.590	932+50	39	28	25.160	702.385	[illegible]
20	31	24.670	329.260	935+00	40	59	13.500	715.885	[illegible]
					41	16-C	13.120	729.005	[illegible]
					42	30	14.530	743.535	[illegible]

TOTAL TONS 743.535

TOTAL REJECTS 3570

Second page 1 - trucks arriving and disposition:

Form 2[illegible]

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 2 SHEETS

HILLCREEK - CANAN [illegible]
[illegible]
AGGR. CONC. MIX

DAY/SHIFT
DATE 5/9/62
SCALES

STATE PRINTING

L.N. BARTHOLOMEW

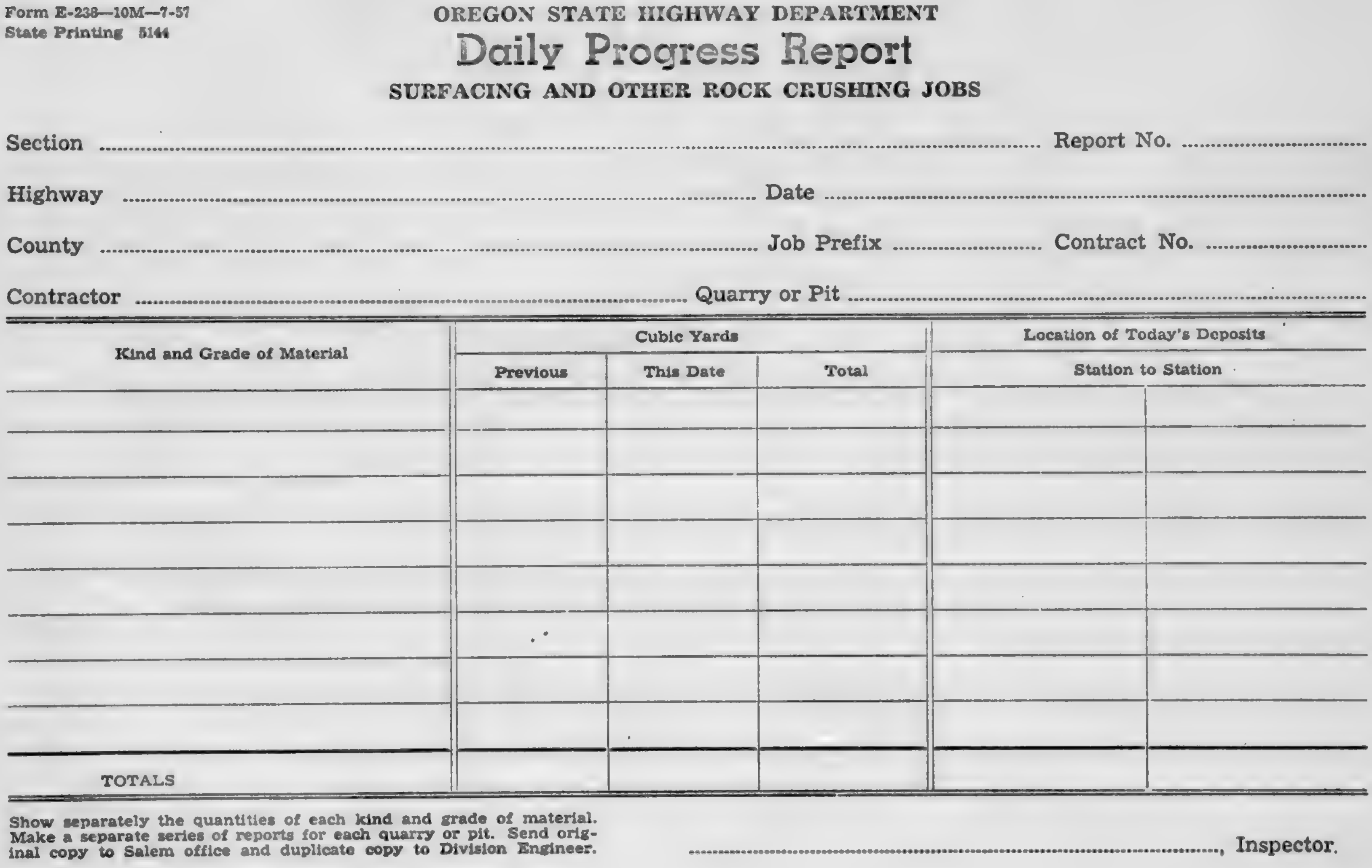
1	59	1.000	<-REJECT->		7:36	21	16-C	13.030	342.	290	11:15
2	1	13.970			7:38	22	30	23.710	366.	080	11:20
3	16-C	13.420	27.	390	7:44	23	27	24.800	390.	880	11:25
4	27	26.270	53.	660	7:52	24	28	24.190	415.	070	12:14
5	31	23.750	77.	410	7:58	25	1	13.970	429.	040	12:17
6	28	24.260	101.	670	8:06	26	59	13.280	442.	320	12:20
7	59	11.460	113.	130	8:11	27	31	25.110	467.	430	12:27
8	1	13.140	126.	270	8:35	28	16-C	12.890	480.	320	12:30
9	16-C	12.950	139.	220	8:40	29	30	23.170	503.	490	12:36
10	30	24.850	164.	070	8:45	30	27	22.830 ~~[illegible]~~	526.	320	12:43
11	59	13.200	177.	270	8:50	31	28	23.815	[illegible]	135	12:15
12	27	24.600	201.	870	9:40	32	1	12.600	[illegible]	735	2:18
13	1	13.740	215.	610	9:48	33	59	12.660	575.	395	2:20
14	31	22.860	238.	470	9:51	34	31	26.010	601.	405	2:27
15	28	26.050 ~~26.500~~	264.	520	9:58	35	16-C	13.230	614.	635	2:30
16	16-C	13.320	277	840	10:01	36	30	25.030	639.	665	2:38
17	30	2.530	<-Reject.->		10:25	37	27	24.260	663.	925	2:43
18	1	13.380	291.	220	11:00	38	1	13.300	677.	225	2:46
19	59	13.370	304.	590	11:06	39	28 ~~59~~	25.160 ~~13.500~~	702.	385	3:31
20	31	24.670	329.	260	11:11	40	59	13.500	715.	885	3:35

[illegible] N. Bartholomew

At the end of each days run the two reports are compared and taken to the field resident engineer office for another check by the officeman.

Thus far there has not been any discrepancies found. The contractor's superintendent is always advised of the rejects and given the reasons for such action.

Form E-238-10M-7-57 is the final Daily Progress Record. It is made original for Salem and duplicate for the Oregon Division Engineer.



Form E-238—10M—7-57
State Printing 5144

OREGON STATE HIGHWAY DEPARTMENT

Daily Progress Report

SURFACING AND OTHER ROCK CRUSHING JOBS

Section .... Report No. ....

Highway .... Date ....

County .... Job Prefix .... Contract No. ....

Contractor .... Quarry or Pit ....

Kind and Grade of Material	Cubic Yards			Location of Today's Deposits	
	Previous	This Date	Total	Station to Station	
TOTALS					

Show separately the quantities of each kind and grade of material. Make a separate series of reports for each quarry or pit. Send original copy to Salem office and duplicate copy to Division Engineer.

...., Inspector.

- more -

BASIS OF PAYMENT

The daily totals are posted each day and these are used for the intermediate estimate. As a further check, at the end of the job the totals of weights in each receipt books will be added and checked against the daily totals.

STATE DIVISION INSPECTIONS

The Division Engineer or one of his two assistants visits the project about twice weekly. The Resident Engineer has a base radio station in his field office at Baker and daily contact can be made with the Division office at LaGrande.

RECEIVED
MAY 25 1964

FOR FILING

6168

May 22, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the Hill Creek-Oxman Section of the Old Oregon Trail Highway, Contract No. 6168, Project No. I-80N-7(12)318 in Baker County was completed April 29, 1964.

This work was authorized by Order for State Work No. 3 dated September 27, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

cc: J. W. Nash

RECEIVED
DEC 23 1963
FOR FI

December 23, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10, covering Type II barricade for direction of traffic on the Hill Creek-Oxman Section of the Old Oregon Trail Highway in Baker County, Contract No. 6168 in connection with Federal-Aid Project No. I-80N-7(12)318.

This work is necessary for the direction and protection of traffic onto and over the new construction during the winter.

This work was verbally approved by the BPR District Engineer December 13, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt
Enc.

RECEIVED
NOV 14 1963
FOR FILING

FORM 8-1233 80M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

[illegible]

6168

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 13, 1963

Denver State Highway Department
Denver
Colorado

Attention: Mr. Adolph Zulian
Planning Engineer

Subject: Railroad Agreement Samples
O-Xing and G-Xing
Southern Pacific Company and
Union Pacific Railroad Company
Pux - 456, 430, 465, 444

RR [illegible]

6168

Dear Mr. Zulian:

Pursuant to your request which was forwarded to me for reply by our Assistant State Highway Engineer, Mr. Tom Edwards, there are enclosed copies of the above-titled railroad agreements.

Our experience with the half dozen railroads with whom we negotiate agreements indicates that the Southern Pacific Company is generally most reasonable in its demands upon the highway department, and we prefer the form used by them in drafting the agreements. Originally, this department drafted the agreement, but experience has shown that time is gained by having the railroads draft the agreement. Southern Pacific Company generally draws a separate indenture for property matters, which are then recorded. Union Pacific Railroad Company never draws separate indentures so that unless the actual fee is acquired we seldom record the Union Pacific Railroad Company documents because of the excessive recording costs.

One practice which we find very unsatisfactory, but upon which the railroads have insisted, is the use of railroad center line descriptions. Our right of way personnel use highway center line descriptions which the railroads refuse to accept. They then furnish their own descriptions which have to be checked by our descriptions engineers. If we can live with the railroad description, the highway center line description is superseded by the railroad description. The railroad and highway engineers use different systems so that there is a slight variance.

NOTED
TOM EDWARDS

Problems are generally resolved prior to our PUC hearings; however, maintenance of protective signals at railroad grade crossings and maintenance of the structure where the railroad overcrosses the highway (a highway undercrossing) are problems with which the railroads are still concerned.

We trust that the copies of the agreements may assist you in your program and negotiations with the railroads. Admittedly, these agreements are not altogether ideal, but we can live with them.

Very truly yours,

L. I. LINDAS
Chief Counsel

By
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr
Encls.

cc: Tom Edwards
L. I. Lindas
G. E. Rohde
Frank C. McKinney

RECEIVED
NOV 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 30 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6168

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 23, 1963

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97217

ATTENTION: Mr. G. H. Baker

Re: F 600-135 Line Filters
Hill Creek-Oxman Section
Baker County
Project No. I-80N-7(12)318
Contract No. 6168
YOUR FILE: D 9416-32-1

Gentlemen:

This is in reply to your letter of October 8, 1963, in which you ask if the State would be interested in taking over the four F 600-135 line filters which have been salvaged from the project.

We have contacted the Division Office in LaGrande and they have suggested that we accept these filters and store them for future use.

Please contact our Division Engineer, Mr. A. F. Parson, in LaGrande and arrange for their delivery in storage.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: L. P. Shaw
A. F. Parson

RECEIVED
OCT 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

3525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

OCTOBER 8, 1963

File Ref. D 9416 - 32 - 1

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Reference is made to construction of the twin Alder Creek overcrossing structures at Railroad Mile Post 363.08 near Oxman, Oregon, under State Contract No. 6168 and FAP No. I-80N-7(12)318.

To accommodate construction of the overcrossing structures it was necessary for the Railroad to place its communication lines in temporary underground cable. This required the use of four F 600-135 line filters.

On similar highway projects in other States, it has been our Company's practice to turn the filters over to the State and let the filters become State property after restoring the communication circuits to open-wire lines. It is our desire to do this at the above-mentioned location. In the event that there is another highway project requiring the Railroad's communication lines to be placed temporarily in cable, the State would have the opportunity to furnish the filters for this purpose.

Will you kindly advise if this arrangement will be agreeable?

Yours very truly,

G. H. Baker

cc: LP Shaw
AF Parson

CONSTRUCTION DIVISION
OCT 10 1963

[illegible] P. SHAW

RECEIVED
OCT 30 1963
FORM E-30X 80M 3-62 49808
FOR FILING

6168

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1963

To: MEMO TO THE FILES

SUBJECT: Hill Creek-Oxman Section
Old Oregon Trail Highway
Contract No. 6168

This project was set up to use emulsion for mixing with 3 inches of 3/4"-0 with the mix to be placed directly on the coarse crushed base rock. The wearing course of Asphaltic Concrete would then be placed directly on the 3 inches of emulsion stabilized material.

The progress of the job has been such that concern developed about the wisdom of using emulsion at this time of year. It was determined to be too cold for desired results from use of SS-K emulsion, one of the specified types. The use of SM-K emulsion was ruled out after tests showed poor coating results with the aggregate to be used.

With a desire to complete the project this fall, weather permitting, a decision was made to substitute a penetration grade asphalt for the emulsion in this 3 inches.

A Price Agreement will be submitted showing $3.10 per ton (20¢ per ton under A.C. price) for this mixture and documenting the change. Using 4% asphalt in the mix, it is estimated the added resulting cost will be approximately $7,000.00. Observation and trial may permit reduction of this asphalt percent to 3-1/2%.

This change from plans was discussed with Gordon Brooks of the Bureau of Public Roads.

ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: L. P. Shaw
A. W. Parsons
G. W. Harra
A. F. Parson

RECEIVED
OCT 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 29 1963

FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

October 15, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

A. W. Parsons, Division Engineer
08-35.4-BA Salem, Oregon

By:
G. R. Brooks
District Engineer

Hill Creek-Oxman Section of
Old Oregon Trail Highway, Baker County,
Interstate Project I-80N-7(12)318

Reference is made to your letter dated October 8, 1963 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

Reimbursement will be made on an actual cost basis.

NOTED
LLOYD P. SHAW

original To Young
10-29-63

RECEIVED
OCT 9 1963
FOR FILING

6168

October 8, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Forces Work No. 3, Account No. 224-238, covering seeding and mulching on the Hill Creek-Oxman Section of the Old Oregon Trail Highway in Baker County, Contract No. 6168, in connection with Federal-Aid Project No. I-80N-7(12)318.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do this work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $1,897.20 with Federal participation of $1,707.48.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Enc.

RECEIVED
JUL 8 - 1963

FOR FILING

I-80N-[illegible]

[illegible]

FORM E-1[illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 5, 1963

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker
Superintendent

Gentlemen:

Re: Alder Creek O'Xing U.P.R.R.
Hill Creek-Oxman Section
Old Oregon Trail Highway
Baker County
Bridge No. 8941
Contract No. 6168

Attached are five copies of the shop drawings and data for the proposed method of supporting the deck on the subject bridge over the railroad as supplied us by Rogers Construction Company.

We have reviewed this matter and have "Approved it as Noted".

Will you please check these drawings and return one print to us with your approval and comments noted thereon.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR/mm
Attached

cc: Mr. P. M. Stephenson
Mr. R. M. Brown

NOTED
P. M. STEPHENSON

RECEIVED
JUL 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 80M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1963

SUBJECT: Hill Creek-Oxman Section
Old Oregon Trail
Contract #6168, Prefix 601-1055
I-80N-7(12)318

To: Mr. F. D. Morgan
Construction Engineer

Attention: G. ~~A.~~ L Decker

Pursuant to your request, we have reviewed the inter-department letter of June 14 from A. F. Parson, with respect to the operations of Pendleton Ready Mix Company in connection with this project.

It is our opinion that Pendleton Ready Mix Company, under the facts outlined in Mr. Parson's letter, is not a "subcontractor," either within common understanding of that term or under traditional legal concepts.

However, we recognize that for the limited purpose of determining who is subject to Federal wage standards on this project, Federal law and regulations are controlling. It is further recognized that under Federal law, as interpreted in previous cases by the U. S. Solicitor of Labor, and by the General Counsel for the Bureau of Public Roads, the fact that Pendleton Ready Mix Company set up an operation on or near the project for the exclusive purpose of producing concrete for this project would be sufficient to make that firm a subcontractor within the contemplation of the Davis-Bacon Act.

Since the Davis-Bacon Act is applicable to Interstate Highway projects, it follows that Pendleton Ready Mix Company is to be considered a subcontractor, for the purpose of requiring submission of payrolls, etc., to determine compliance with the applicable Federal wage standards.

If there is a question whether the contractor has exceeded the 50% limitation on subcontracting, or whether the arrangement with Pendleton Ready Mix Company is a subcontract requiring our written approval, we do not believe that for such purposes that firm should be considered a subcontractor. In this connection, we note the following statement, appearing in the letter opinion of November 19, 1962, from Mr. David S. Black, General Counsel for the Bureau of Public Roads, to Mr. J. J. Meyers, Assistant Executive Officer:

NOTED
LLOYD P. SHAW

> "Traditionally, however, this Bureau and other Federal agencies have taken the position that, when limitations are imposed by the contract or by regulations on the amount of subcontracting allowed, such satellite facilities* by normal material suppliers will not constitute subcontracting for the purposes of that provision of the contract or regulations."

It should also, perhaps, be pointed out that the Davis-Bacon Act has not been made applicable to federally assisted highway projects other than those constituting a part of the Interstate Highway system. Accordingly, it is our opinion that, were this not an Interstate project, Pendleton Ready Mix Company would not be considered a subcontractor for any purpose.

Alan H. Johansen
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

cc: L. I. Lindas

NOTED
LLOYD P. SHAW

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* Mr. Black elsewhere in the same opinion uses the term "satellite facility" to refer to ". . . a materials supplier [who] establishes a special facility for the purpose of serving exclusively, or nearly exclusively, a Federal project. . . ."

RECEIVED
MAY 24 1963
FOR FILING

May 23, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering revision of retaining wall and change design of Neoprene bearing pads on the Hill Creek-Oxman Section of the Old Oregon Trail Highway in Baker County, Contract No. 6168 in connection with Federal-Aid Project No. I-80N-7(12)318.

The revision of the retaining wall at railroad overcrossing will result in extra work and cost to the contractor. It is also necessary to change quantities and size of the Neoprene bearing pads which will increase the contractor's cost. This work has been made necessary due to revisions in the structure.

This work was verbally recommended for approval by the BPR Bridge Engineer May 17, 1963. Your approval of the order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
MAY 2 - 1963

FOR FILING

May 1, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7, covering concrete in footings on the Hill Creek-Oxman Section of the Old Oregon Trail Highway in Baker County, Contract No. 6168 in connection with Federal-Aid Project No. I-80N-7(12)312.

It is necessary to excavate below the plan elevation to remove unstable material. It will then be necessary to fill the excavation with concrete for suitable bearing surface.

This work was verbally recommended for approval by the BPR Bridge Engineer and the Field authorized to proceed as an emergency measure to expedite the contract April 25, 1963. Your approval of the order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb
Enc.

RECEIVED
MAR 18 1963
FOR FILING

March 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the construction of a temporary irrigation flume and pumping on the Hill Creek-Oxman Section of the Old Oregon Trail Highway in Baker County, Contract No. 6168, in connection with Federal-Aid Project No. I-80N-7(12)318.

This work is necessary to fulfill the State's obligation for acquisition of property, File 32889. No additional or special benefit will accrue to the owner because of this order.

The property owners' irrigation supply originally was taken from the abandoned portion of the channel. Permanent diversion cannot be made until bridge construction is completed.

This work was first checked with the BPR Area Engineer March 1, 1963, and verbally recommended for approval. The Field was authorized to proceed at that time in order to allow needed irrigation. Your approval to include that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
FEB 1 1 1963
FOR FILING

6168

February 8, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering a concrete cut-off and headwall for 30" pipe on the Mill Creek-Oxman Section of the Old Oregon Trail Highway in Baker County, Contract No. 6168, in connection with Federal-Aid Project No. I-80N-7(12)318.

In order to make the irrigation system properly operable, it is necessary to construct the concrete cut-off wall and headwall for diversion of water from the channel change to the 30" half round pipe. This is a right of way obligation for the Briske property, File No. 32889.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb

Enc.

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. DEC 21 1962 12-96	FOR R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE **Oregon**
PROJECT REPORT NO. I-80N-7 5 (12)31	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY **Baker**
		PROJECT NO. **I-80N-7(12)318**

6/1/68

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 30 Hill Creek to Oxman

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-8-62	2.415
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,541,961.00	$ 1,418,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst **State Highway Engineer**
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX **A. W. Parsons**
(Division Engineer)
L R Backlund
By: **L. R. Backlund**
Administrative Manager
Date executed by Division Engineer **December 18, 1962**

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 40447-P61

Oregon State Highway Department

Federal Aid
Project No. I-80N-7(12)318

MILL CREEK-OXMAN SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 27, 1962

Type Code 6201
Roadway (Sta. 362+00 to Sta. 989+60.56) (Contract 6168)

Clearing and Grubbing	All	Required		$ 30,000.00
Drainage Excavation, Unclassified	2,220	cu.yds.	$ 3.00	6,660.00
General Excavation, Unclassified	909,700	cu.yds.	0.50	454,850.00
Embankment Foundation Excavation, Unclassified	14,300	cu.yds.	0.70	10,010.00
Short Overhaul	2,308,700	yd.sta.	0.005	11,543.50
Long Overhaul	37,900	C-yd.sta.	0.40	15,160.00
Loose Riprap	5,800	cu.yds.	3.00	17,400.00
Finishing Roadbed and Slopes	All	Required		1,500.00
Rounding Cutbanks	5,000	lin.ft.	0.20	1,000.00
12-inch Corrugated Steel Pipe	70	lin.ft.	2.50	175.00
15-inch Corrugated Steel Pipe	520	lin.ft.	3.00	1,560.00
18-inch Corrugated Steel Pipe	380	lin.ft.	3.70	1,406.00
24-inch Corrugated Steel Pipe	1,130	lin.ft.	6.50	7,345.00
36-inch Corrugated Steel Pipe	1,750	lin.ft.	9.00	15,750.00
30-inch Half-Circle Corrugated Steel Pipe	800	lin.ft.	4.50	3,600.00
12-inch Perforated Steel Drain Pipe	530	lin.ft.	4.00	2,120.00
Special Backfill in Drains	72	cu.yds.	10.00	720.00
Salvage and Reinstall Culvert Pipe	78	lin.ft.	4.00	312.00
15-inch Culvert End Sections	8	only	25.00	200.00
18-inch Culvert End Sections	4	only	35.00	140.00
24-inch Culvert End Sections	6	only	60.00	360.00
36-inch Culvert End Sections	9	only	120.00	1,080.00
Concrete Inlets, Type "D"	8	only	150.00	1,200.00
Class "A" Concrete in Miscellaneous Structures	600	cu.yds.	70.00	42,000.00
Metal Reinforcement in Miscellaneous Structures	118,500	lbs.	0.14	16,590.00
Salvage and Reinstall Guard Rail	28	lin.ft.	4.00	112.00
Metal Guard Rail	16,750	lin.ft.	2.35	39,362.50
Guide Posts, PW-1	140	only	7.10	994.00
Type 1 Fence	200	rods	5.20	1,040.00
Type 2 Fence	1,170	rods	7.50	8,775.00
Salvage and Reinstall Type 2 Fence	26	rods	4.00	104.00
Coarse Crushed Material in Base	87,200	tons	1.20	104,640.00
3/4" - 0 Material in Base	11,600	tons	1.00	11,600.00

Plant Mix Bituminous Base	11,100 tons	$ 1.50	$ 16,650.00
Emulsion in Bituminous Base	610 tons	45.00	27,450.00
Sprinkling	6,400 M-gals.	1.75	11,200.00
Preparation of Base	All Required		1,500.00
3/4" - 0 Material in Binder Course	100 cu.yds.	4.00	400.00
Furnishing and Placing Aggregates	410 cu.yds.	6.00	2,460.00
MC-250 Asphalt	16 tons	60.00	960.00
120-150 Asphalt	32 tons	60.00	1,920.00
RS-1 Asphalt	9 tons	60.00	540.00
Asphaltic Concrete Mixture	21,600 tons	3.30	71,280.00
Asphalt in Mixture	1,190 tons	38.00	45,220.00
Retaining Walls			
Shoring, Cribbing, Etc.	All Required		2,500.00
Structural Excavation	50 cu.yds.	10.00	500.00
Structural Excavation Below Elevation Shown	10 cu.yds.	20.00	200.00
Class "A" Concrete	All Required		1,900.00
Metal Reinforcement	All Required		350.00
			$ 994,339.00
Flagging (57½% of Contractor's Cost)	All Required		$ 2,000.00
Signing	All Required		600.00
Seeding	All Required		300.00
Mulching	All Required		900.00
Slide Removal	All Required		50,000.00
			$ 53,800.00
	Subtotal		$1,048,139.00
	10% Engr. & Cont.		104,813.00
	Total		$1,152,952.00

Type Code X028
Box Culvert (Sta. 979+41.7 to Sta. 979+66.3) (Contract 6168)

Drainage Excavation, Unclassified	330 cu.yds.	$ 3.00	$ 990.00
Class "A" Concrete in Miscellaneous Structures	740 cu.yds.	70.00	51,800.00
Metal Reinforcement in Miscellaneous Structures	90,000 lbs.	0.14	12,600.00
			$ 65,390.00

Type Code X981
Alder Creek X'ing U.P.R.R. (Br. #8941) (Sta. 884+79.58 to Sta. 888+54.42) (Contract 6168)

Shoring, Cribbing, Etc.	All Required		$ 15,000.00
Structural Excavation	1,300 cu.yds.	6.00	7,800.00
Structural Excavation Below Elevation Shown	150 cu.yds.	10.00	1,500.00

Furnish 10"BP 42# Steel Piling	2,355	lin.ft.	$ 5.00	$ 11,775.00
Drive Steel Piles	82	only	100.00	8,200.00
Splice Steel Piles	40	only	50.00	2,000.00
Class "A" Concrete (1,316 cu.yds.)	All	Required		105,000.00
50' to 55' Type III Prestressed Beams	28	only	1,000.00	28,000.00
60' to 65' Type III Prestressed Beams	6	only	1,200.00	7,200.00
70' to 75' Type III Prestressed Beams	12	only	1,400.00	16,800.00
75' to 80' Type III Prestressed Beams	12	only	1,500.00	18,000.00
Metal Reinforcement (326,500 lbs. @0.14)	All	Required		42,500.00
Metal Parapet Railing	1,480	lin.ft.	8.00	11,840.00
6-inch Standard Steel Pipe	80	lin.ft.	12.00	960.00
8-inch Metal Drain Pipe	320	lin.ft.	4.00	1,280.00
				$ 277,855.00
Work by U.P.R.R. Co.	All	Required		$ 10,400.00
	Subtotal			$ 353,645.00
	10% Engr. & Cont.			35,364.00
		Total		$ 389,009.00

Length of Roadway . . . . 2.339 Miles
Length of 1 Structure . . . . 0.076 Mile
Total Length . . . . 2.415 Miles
Cost of Roadway Per Mile $492,925.18

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,152,952.00	$1,060,000.00	$ 92,952.00
Structure	389,009.00	358,000.00	31,009.00
	$1,541,961.00	$1,418,000.00	$ 123,961.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

MILL CREEK-OCMAN SECTION

PROJECT NO. I-80N-7(12)318

Estimated cost of work by the U.P.R.R. Company

Furnish labor and material for temporary and permanent rearrangement of signal and communication lines	$ 9,610.00
Furnish labor and material for rearrangement of Right of Way Fence	330.00
Furnish labor and material to install inner track guard rail . .	610.00
Salvage Credit	- 150.00 Credit
	$10,400.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-7(12)318

HILL CREEK-OXMAN SECTION OF THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 22, 1962

Type Code 6201
Roadway (Sta. 862+00 to Sta. 989+60.56)

Clearing and Grubbing	All	Required		$ 15,000.00
Drainage Excavation, Unclassified	2,220	cu. yds.	$ 3.00	6,660.00
General Excavation, Unclassified	909,700	cu. yds.	0.45	409,365.00
Embankment Foundation Excavation, Unclassified	14,300	cu. yds.	0.60	8,580.00
Short Overhaul	2,308,700	yd. sta.	0.01	23,087.00
Long Overhaul	37,900	C-yd. sta.	0.35	13,265.00
Loose Riprap	5,800	cu. yds.	2.50	14,500.00
Finishing Roadbed and Slopes	All	Required		5,000.00
Rounding Cutbanks	5,000	lin. ft.	0.20	1,000.00
12-inch Corrugated Steel Pipe	70	lin. ft.	3.75	262.50
15-inch Corrugated Steel Pipe	520	lin. ft.	4.25	2,210.00
18-inch Corrugated Steel Pipe	380	lin. ft.	5.00	1,900.00
24-inch Corrugated Steel Pipe	1,130	lin. ft.	7.50	8,475.00
36-inch Corrugated Steel Pipe	1,750	lin. ft.	14.50	25,375.00
30-inch Half-Circle Corrugated Steel Pipe	800	lin. ft.	6.00	4,800.00
12-inch Perforated Steel Drain Pipe	530	lin. ft.	3.75	1,987.50
Special Backfill in Drains	72	cu. yds.	6.00	432.00
Salvage and Reinstall Culvert Pipe	78	lin. ft.	3.00	234.00
15-inch Culvert End Sections	8	only	37.50	300.00
18-inch Culvert End Sections	4	only	45.00	180.00
24-inch Culvert End Sections	6	only	75.00	450.00
36-inch Culvert End Sections	9	only	150.00	1,350.00
Concrete Inlets, Type "D"	8	only	110.00	880.00
Class "A" Concrete in Misc. Structures	600	cu. yds.	55.00	33,000.00
Metal Reinforcement in Misc. Structures	118,500	lbs.	0.14	16,590.00
Salvage and Reinstall Guard Rail	28	lin. ft.	1.50	42.00
Metal Guard Rail	16,750	lin. ft.	2.50	41,875.00
Guide Posts, FW-1	140	only	7.50	1,050.00
Type 1 Fence	200	rods	6.00	1,200.00
Type 2 Fence	1,170	rods	7.50	8,775.00
Salvage and Reinstall Type 2 Fence	26	rods	5.00	130.00
Coarse Crushed Material in Base	87,200	tons	1.40	122,080.00
3/4" - 0 Material in Base	11,600	tons	1.50	17,400.00
Plant Mix Bituminous Base	11,100	tons	3.50	38,850.00
Emulsion in Bituminous Base	610	tons	45.00	27,450.00
Sprinkling	6,400	M-gals.	2.50	16,000.00
Preparation of Base	All	Required		150.00

3/4" - 0 Material in Binder Course	100 cu. yds.	$ 3.75	$ 375.00
Furnishing and Placing Aggregates	410 cu. yds.	3.75	1,537.50
MC-250 Asphalt	16 tons	60.00	960.00
120-150 Asphalt	32 tons	55.00	1,760.00
RS-1 Asphalt	9 tons	60.00	540.00
Asphaltic Concrete Mixture	21,600 tons	3.90	84,240.00
Asphalt in Mixture	1,190 tons	39.00	46,410.00

Retaining Walls

Shoring, Cribbing, Etc.	All Required		500.00
Structural Excavation	50 cu. yds.	6.00	300.00
Structural Excavation Below Elevation Shown	10 cu. yds.	10.00	100.00
Class "A" Concrete	All Required		1,728.00
Metal Reinforcement	All Required		375.00
			$1,008,710.50

Flagging (57½% of Contractor's Cost)	All Required		$ 2,000.00
Signing	All Required		600.00
Seeding	All Required	3	300.00
Mulching	All Required		900.00
Slide Removal	All Required		50,000.00
			$ 53,800.00
	Subtotal		$1,062,510.50
	10% Engr. & Cont.		106,250.50
	Total		$1,168,761.00

Type Code X028
Box Culvert (Sta. 979+41.7 to Sta. 979+66.3)

Drainage Excavation, Unclassified	330 cu. yds.	$ 3.00	$ 990.00
Class "A" Concrete in Misc. Structures	740 cu. yds.	55.00	40,700.00
Metal Reinforcement in Misc. Structures	90,000 lbs.	0.14	12,600.00
			$ 54,290.00

Type Code X981
Alder Creek O'Xing U.P.R.R. (Br. #8941) (Sta. 884+79.58 to Sta. 888+54.42)

Shoring, Cribbing, Etc.	All Required		$ 8,000.00
Structural Excavation	1,300 cu. yds.	$ 6.00	7,800.00
Structural Excavation Below Elevation Shown	150 cu. yds.	10.00	1,500.00
Furnish 10" BP 42# Steel Piling	2,355 lin. ft.	5.00	11,775.00
Drive Steel Piles	82 only	70.00	5,740.00
Splice Steel Piles	40 only	50.00	2,000.00

Class "A" Concrete (1,316 cu.yds.at $72.)	All Required		$ 94,752.00
50' to 55' Type III Prestressed Beams	28 only	$1,250.00	35,000.00
60' to 65' Type III Prestressed Beams	6 only	1,400.00	8,400.00
70' to 75' Type III Prestressed Beams	12 only	1,600.00	19,200.00
75' to 80' Type III Prestressed Beams	12 only	1,900.00	22,800.00
Metal Reinforcement (326,500 lbs. at $0.14)	All Required		45,710.00
Metal Parapet Railing	1,480 lin. ft.	6.50	9,620.00
6-inch Standard Steel Pipe	80 lin. ft.	10.00	800.00
8-inch Metal Drain Pipe	320 lin. ft.	4.00	1,280.00
			$ 274,377.00
Work by U.P.R.R. Co.	All Required		$ 10,400.00
	Subtotal		$ 339,067.00
	10% Engr. & Cont.		33,906.00
	Total		$ 372,973.00

Length of Roadway . . . . 2.339 Miles
Length of 1 Structure . . . . 0.076 Mile
Total Length . . . . 2.415 Miles
Cost of Roadway per Mile $499,684.05

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,168,761.00	$1,075,000.00	$ 93,761.00
Structure	372,973.00	343,000.00	29,973.00
	$1,541,734.00	$1,418,000.00	$ 123,734.00

HILL CREEK-OGDEN SECTION

PROJECT NO. I-80N-7(12)318

Prestressed Beam Quantities

50' - 55' Beams

Overhead				$ 120.00
Class "AA" Concrete	8.10	cu.yds	$90.00	729.00
Metal Reinforcement	960	lbs.	0.13	124.80
Prestress Steel	700	lbs.	0.40	280.00
				$1,253.80

60' - 65' Beams

Overhead				$ 120.00
Class "AA" Concrete	9.58	cu.yds	$90.00	862.00
Metal Reinforcement	1,000	lbs.	0.13	130.00
Prestress Steel	715	lbs.	0.40	286.00
				$1,398.20

70' - 75' Beams

Overhead				$ 120.00
Class "AA" Concrete	10.59	cu.yds	$90.00	953.10
Metal Reinforcement	1,080	lbs.	0.13	140.40
Prestress Steel	950	lbs.	0.40	380.00
				$1,593.50

75' - 80' Beams

Overhead				$ 120.00
Class "AA" Concrete	11.75	cu.yds	$90.00	1,057.50
Metal Reinforcement	1,150	lbs.	0.13	149.50
Prestress Steel	1,360	lbs.	0.40	544.00
				$1,871.00

HILL CREEK-OXMAN SECTION

PROJECT NO. I-80N-7(12)318

Estimated cost of work by the U.P.R.R. Company

Furnish labor and material for temporary and permanent rearrangement of signal and communication lines	$ 9,610.00	
Furnish labor and material for rearrangement of Right of Way Fence	330.00	
Furnish labor and material to install inner track guard rail. .	610.00	
Salvage Credit	-150.00	Credit
	$10,400.00	

Oregon State Highway Department

Federal Aid
Project No. I-80N-7(12)318

HILL CREEK-OXMAN SECTION OF THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 8, 1962

Type Code 6201
Roadway (Sta. 862+00 to Sta. 989+60.56)

Clearing and Grubbing	All	Required		$ 15,000.00
Drainage Excavation, Unclassified	2,220	cu.yd.	$ 3.00	6,660.00
General Excavation, Unclassified	909,700	cu.yd.	0.45	409,365.00
Embankment Foundation Excavation, Unclassified	14,300	cu.yd.	0.60	8,580.00
Short Overhaul	2,308,700	yd.sta.	0.01	23,087.00
Long Overhaul	37,900	C-yd.Sta.	0.35	13,265.00
Loose Riprap	5,800	cu.yd.	2.50	14,500.00
Finishing Roadbed and Slopes	All	Required		5,000.00
Rounding Cutbanks	5,000	lin.ft.	0.20	1,000.00
12-inch Corrugated Steel Pipe	70	lin.ft.	3.75	262.50
15-inch Corrugated Steel Pipe	520	lin.ft.	4.25	2,210.00
18-inch Corrugated Steel Pipe	380	lin.ft.	5.00	1,900.00
24-inch Corrugated Steel Pipe	1,130	lin.ft.	7.50	8,475.00
36-inch Corrugated Steel Pipe	1,750	lin.ft.	14.50	25,375.00
30-inch Half-Circle Corrugated Steel Pipe	800	lin.ft.	6.00	4,800.00
12-inch Perforated Steel Drain Pipe	530	lin.ft.	3.75	1,987.50
Special Backfill in Drains	72	cu.yd.	6.00	432.00
Salvage and Reinstall Culvert Pipe	78	lin.ft.	3.00	234.00
15-inch Culvert End Sections	8	only	37.50	300.00
18-inch Culvert End Sections	4	only	45.00	180.00
24-inch Culvert End Sections	6	only	75.00	450.00
36-inch Culvert End Sections	9	only	150.00	1,350.00
Concrete Inlets, Type "D"	8	only	110.00	880.00
Class "A" Concrete in Miscellaneous Structures	600	cu.yd.	55.00	33,000.00
Metal Reinforcement in Miscellaneous Structures	118,500	lbs.	0.14	16,590.00
Salvage and Reinstall Guard Rail	28	lin.ft.	1.50	42.00
Metal Guard Rail	16,750	lin.ft.	2.50	41,875.00
Guide Posts, PW-1	140	only	7.50	1,050.00
Type 1 Fence	200	rods	6.00	1,200.00
Type 2 Fence	1,170	rods	7.50	8,775.00
Salvage and Reinstall Type 2 Fence	26	rods	5.00	130.00
Coarse Crushed Material in Base	87,200	tons	1.40	122,080.00

3/4"-0 Material in Base	11,600 tons	$ 1.50	$ 17,400.00
Plant Mix Bituminous Base	11,100 tons	3.50	38,850.00
Emulsion in Bituminous Base	610 tons	45.00	27,450.00
Sprinkling	6,400 M-Gal.	2.50	16,000.00
Preparation of Base	All Required		150.00
3/4"-0 Material in Binder Course	100 cu.yd.	3.75	375.00
Furnishing and Placing Aggregates	410 cu.yd.	3.75	1,537.50
MC-250 Asphalt	16 tons	60.00	960.00
120-150 Asphalt	32 tons	55.00	1,760.00
RS-1 Asphalt	9 tons	60.00	540.00
Asphaltic Concrete Mixture	21,600 tons	3.90	84,240.00
Asphalt in Mixture	1,190 tons	39.00	46,410.00
Retaining Walls			
Shoring, Cribbing, etc.	All Required		$ 500.00
Structural Excavation	50 cu.yd.	$ 6.00	300.00
Structural Excavation Below Elevation Shown	10 cu.yd.	10.00	100.00
Class "A" Concrete	All Required		1,728.00
Metal Reinforcement	All Required		375.00
			$1,008,710.50
Flagging (57½% of Contractors Cost)	All Required		$ 2,000.00
Signing	All Required		600.00
Seeding	All Required		300.00
Mulching	All Required		900.00
Slide Removal	All Required		50,000.00
			$ 53,800.00
	Subtotal		$1,062,510.50
	10% Engr. & Cont.		106,250.50
	Total		$1,168,761.00

Type Code X028
Box Culvert (Sta. 979+41.7 to Sta. 979+66.3)

Drainage Excavation, Unclassified	330 cu.yd.	$ 3.00	$ 990.00
Class "A" Concrete in Miscl Structures	740 cu.yd.	55.00	40,700.00
Metal Reinforcement in Misc. Structures	90,000 lbs.	0.14	12,600.00
			$ 54,290.00

Type Code X961
Alder Creek O'xing UPRR (Br. #8941)(Sta. 884+79.58 to Sta. 888+54.42)

Shoring, Cribbing, etc.	All Required		$ 8,000.00
Structural Excavation	1,300 cu.yd.	$ 6.00	7,800.00

Structural Excavation Below Elevation Shown	150	cu.yd.	$ 10.00	$ 1,500.00
Furnish 10" HP 42# Steel Piling	2,355	lin.ft.	5.00	11,775.00
Drive Steel Piles	82	only	70.00	5,740.00
Splice Steel Piles	40	only	50.00	2,000.00
Class "A" Concrete (1,316 cu.yd. $72.00)	All	Required		94,752.00
50' to 55' Type III Prestressed Beams	28	only	1,250.00	35,000.00
60' to 65' Type III Prestressed Beams	6	only	1,400.00	8,400.00
70' to 75' Type III Prestressed Beams	12	only	1,600.00	19,200.00
75' to 80' Type III Prestressed Beams	12	only	1,900.00	22,800.00
Metal Reinforcement (316,200 lbs. $0.14)	All	Required		44,268.00
Metal Parapet Railing	1,480	lin.ft.	6.50	9,620.00
6-inch Standard Steel Pipe	80	lin.ft.	10.00	800.00
8-inch Metal Drain Pipe	320	lin.ft.	4.00	1,280.00
				$ 272,935.00
Work by UPRR Co.	All Required			$ 10,400.00
	Subtotal			$ 337,625.00
	10% Engr. & Cont.			33,762.00
	Total			$ 371,387.00

Length of Roadway- - - - - - - - - - - - - - - -2.339 miles
Length of 1 Structure- - - - - - - - - - - - - -0.076 miles
Total Length - - - - - - - - - - - - - - - - - -2.415 miles
Cost of Roadway per Miles- - - - - - - - - - -$499,684.05

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 1,168,761.00	$ 1,075,000.00	$ 93,761.00
Structure	371,387.00	341,000.00	30,387.00
	$ 1,540,148.00	$ 1,416,000.00	$ 124,148.00

MILL CREEK-OKMAN SECTION

PROJECT NO. I-80N-7(12)318

Prestressed Beam Quantities

50' - 55' Beams

Overhead			$ 120.00
Class "AA" Concrete	8.10 cu.yd.	$ 90.00	729.00
Metal Reinforcement	960 lbs.	0.13	124.80
Prestress Steel	700 lbs.	0.40	280.00
			$1,253.80

60' - 65' Beams

Overhead			$ 120.00
Class "AA" Concrete	9.58 cu.yd.	$ 90.00	862.00
Metal Reinforcement	1,000 lbs.	0.13	130.00
Prestress Steel	715 lbs.	0.40	286.00
			$1,398.20

70' - 75' Beams

Overhead			$ 120.00
Class "AA" Concrete	10.59 cu.yd.	$ 90.00	953.10
Metal Reinforcement	1,080 lbs.	0.13	140.40
Prestress Steel	950 lbs.	0.40	380.00
			$1,593.50

75' - 80' Beams

Overhead			$ 120.00
Class "AA" Concrete	11.75 cu.yd.	$ 90.00	1,057.50
Metal Reinforcement	1,150 lbs.	0.13	149.50
Prestress Steel	1,360 lbs.	0.40	544.00
			$1,871.00

HILL CREEK-OCHAN SECTION

PROJECT NO. I-80N-7(12)318

Estimated Cost of Work by the UPRR Company:

Furnish Labor and Material for temporary and permanent rearrangement of signal and communication lines.	$ 9,610.00
Furnish Labor and Material for rearrangement of right of way fence	330.00
Furnish Labor and Material to install inner track guard rail	610.00
Salvage Credit.	- 150.00 Credit
	$ 10,400.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-7(12)318

HILL CREEK-OXMAN SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 4, 1962

Type Code 6201
Roadway (Sta. 862+00 to Sta. 989+60.56)

Clearing and Grubbing	All	Required		$ 15,000.00
Drainage Excavation, Unclassified	2,220	cu. yds.	$ 3.00	6,660.00
General Excavation, Unclassified	909,700	cu. yds.	0.45	409,365.00
Embankment Foundation Excavation, Unclassified	14,300	cu. yds.	0.60	8,580.00
Short Overhaul	2,308,700	yd. sta.	0.01	23,087.00
Long Overhaul	37,900	C-yd. sta.	0.35	13,265.00
Loose Riprap	5,800	cu. yds.	2.50	14,500.00
Finishing Roadbed and Slopes	All	Required		5,000.00
Rounding Cutbanks	5,000	lin. ft.	0.20	1,000.00
12-inch Corrugated Steel Pipe	70	lin. ft.	3.75	262.50
15-inch Corrugated Steel Pipe	520	lin. ft.	4.25	2,210.00
18-inch Corrugated Steel Pipe	380	lin. ft.	5.00	1,900.00
24-inch Corrugated Steel Pipe	1,130	lin. ft.	7.50	8,475.00
36-inch Corrugated Steel Pipe	1,750	lin. ft.	14.50	25,375.00
30-inch Half-Circle Corrugated Steel Pipe	800	lin. ft.	6.00	4,800.00
12-inch Perforated Steel Drain Pipe	530	lin. ft.	3.75	1,987.50
Special Backfill in Drains	72	cu. yds.	6.00	432.00
Salvage and Reinstall Culvert Pipe	78	lin. ft.	3.00	234.00
15-inch Culvert End Sections	8	only	37.50	300.00
18-inch Culvert End Sections	4	only	45.00	180.00
24-inch Culvert End Sections	6	only	75.00	450.00
36-inch Culvert End Sections	9	only	150.00	1,350.00
Concrete Inlets, Type "D"	8	only	110.00	880.00
Class "A" Concrete in Misc. Structures	600	cu. yds.	55.00	33,000.00
Metal Reinforcement in Misc. Structures	118,500	lbs.	0.14	16,590.00
Salvage and Reinstall Guard Rail	28	lin. ft.	1.50	42.00
Metal Guard Rail	16,750	lin. ft.	2.50	41,875.00
Guide Posts, FW-1	140	only	7.50	1,050.00
Type 1 Fence	1,270	rods	6.00	7,620.00
Type 2 Fence	96	rods	7.50	720.00
Salvage and Reinstall Type 2 Fence	26	rods	5.00	130.00
Coarse Crushed Material in Base	87,200	tons	1.40	122,080.00
3/4" - 0 Material in Base	11,600	tons	1.50	17,400.00
Plant Mix Bituminous Base	11,100	tons	3.50	38,850.00
Emulsion in Bituminous Base	610	tons	45.00	27,450.00
Sprinkling	6,400	M-gals.	2.50	16,000.00

Preparation of Base	All Required		$ 150.00
3/4" - 0 Material in Binder Course	100 cu. yds.	$ 3.75	375.00
Furnishing and Placing Aggregates	410 cu. yds.	3.75	1,537.50
MC-250 Asphalt	16 tons	60.00	960.00
120-150 Asphalt	32 tons	55.00	1,760.00
RS-1 Asphalt	9 tons	60.00	540.00
Asphaltic Concrete Mixture	21,600 tons	3.90	84,240.00
Asphalt in Mixture	1,190 tons	39.00	46,410.00

Retaining Walls

Shoring, Cribbing, Etc.	All Required		500.00
Structural Excavation	50 cu. yds.	6.00	300.00
Structural Excavation Below Elevation Shown	10 cu. yds.	10.00	100.00
Class "A" Concrete	All Required		1,728.00
Metal Reinforcement	All Required		375.00
			$1,007,075.50
Flagging (57½% of Contractor's Cost)	All Required		$ 2,000.00
Signing	All Required		600.00
Seeding	All Required		300.00
Mulching	All Required		900.00
Slide Removal	All Required		50,000.00
Snow Fence	All Required		13,500.00
			$ 67,300.00
	Subtotal		$1,074,375.50
	10% Engr. & Cont.		107,437.50
	Total		$1,181,813.00

Type Code X028
Box Culverts (Sta. 979+41.7 to Sta. 979+66.3)

Drainage Excavation, Unclassified	330 cu. yds.	$ 3.00	$ 990.00
Class "A" Concrete in Misc. Structures	740 cu. yds.	55.00	40,700.00
Metal Reinforcement in Misc. Structures	90,000 lbs.	0.14	12,600.00
			$ 54,290.00

Type Code X961
Alder Creek O'Xing U.P.R.R. (Br. #8941)(Sta. 884+79.58 to Sta. 888+54.42)

Shoring, Cribbing, Etc.	All Required		$ 8,000.00
Structural Excavation	1,300 cu. yds.	$ 6.00	7,800.00
Structural Excavation Below Elevation Shown	150 cu. yds.	10.00	1,500.00
Furnish 10" BP 42# Steel Piling	2,355 lin. ft.	5.00	11,775.00

Drive Steel Piles	82 only	$ 70.00	$ 5,740.00
Splice Steel Piles	40 only	50.00	2,000.00
Class "A" Concrete (1,316 cu.yds $72.00)	All Required		94,752.00
50' to 55' Type III Prestressed Beams	28 only	1,250.00	35,000.00
60' to 65' Type III Prestressed Beams	6 only	1,400.00	8,400.00
70' to 75' Type III Prestressed Beams	12 only	1,600.00	19,200.00
75' to 80' Type III Prestressed Beams	12 only	1,900.00	22,800.00
Metal Reinforcement (316,200 lbs. $0.14)	All Required		44,268.00
Metal Parapet Railing	1,480 lin. ft.	6.50	9,620.00
6-inch Standard Steel Pipe	80 lin. ft.	10.00	800.00
8-inch Metal Drain Pipe	320 lin. ft.	4.00	1,280.00
			$ 272,935.00
Work by U.P.R.R. Co.	All Required		$ 10,400.00
	Subtotal		$ 337,625.00
	10% Engr. & Cont.		33,762.00
	Total		$ 371,387.00

Length of Roadway	2.339 Miles
Length of 1 Structure	0.076 Mile
Total Length	2.415 Miles
Cost of Roadway Per Mile	$505,264.21

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,181,813.00	$1,087,000.00	$ 94,813.00
Structure	371,387.00	341,000.00	30,387.00
	$1,553,200.00	$1,428,000.00	$ 125,200.00

HILL CREEK-OXMAN SECTION

PROJECT NO. I-80N-7(12)318

Prestressed Beam Quantities

50' - 55' Beams

Overhead			$ 120.00
Class "AA" Concrete	8.10 cu.yds.	$90.00	729.00
Metal Reinforcement	960 lbs.	0.13	124.80
Prestress Steel	700 lbs.	0.40	280.00
			$1,253.80

60' - 65' Beams

Overhead			$ 120.00
Class "AA" Concrete	9.58 cu.yds.	$90.00	862.00
Metal Reinforcement	1,000 lbs.	0.13	130.00
Prestress Steel	715 lbs.	0.40	286.00
			$1,398.20

70' - 75' Beams

Overhead			$ 120.00
Class "AA" Concrete	10.59 cu.yds.	$90.00	953.10
Metal Reinforcement	1,080 lbs.	0.13	140.40
Prestress Steel	950 lbs.	0.40	380.00
			$1,593.50

75' - 80' Beams

Overhead			$ 120.00
Class "AA" Concrete	11.75 cu.yds.	$90.00	1,057.50
Metal Reinforcement	1,150 lbs.	0.13	149.50
Prestress Steel	1,360 lbs.	0.40	544.00
			$1,871.00

HILL CREEK-OQUAH SECTION

PROJECT NO. I-80N-7(12)318

Estimated cost of work by the U.P.R.R. Company

Furnish Labor and Material for temporary and permanent rearrangement of signal and communication lines	$ 9,610.00	
Furnish Labor and Material for rearrangement of Right of Way Fence	330.00	
Furnish Labor and Material to install inner track guard rail	610.00	
Salvage Credit	-150.00	Credit
	$10,400.00	

RECEIVED
DEC 14 1962
FOR FILING

6168

December 14, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering additional fence panels on the Mill Creek-Oxman Section of the Old Oregon Trail Highway in Baker County, Contract No. 6168, in connection with Federal-Aid Project No. I-80N-7(12)318.

It is necessary to construct additional fence panels across gullies, ditches and depressions, as required by standard fencing specifications (issue 2-1-62).

This order was verbally recommended for approval by the BPR Area Engineer December 10, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
DEC 14 1962
FOR FILING

[illegible]

6168

December 14, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Hill Creek-Oxman Section of the Old Oregon Trail Highway in Baker County, Contract No. 6168, in connection with Federal-Aid Project No. I-80N-7(12)318.

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This work is in accordance with the Special Provisions and was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
DEC 14 1962
FOR FILING

6168

December 13, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No.1 covering State's share of flagging on the Mill Creek-Osman Section of the Old Oregon Trail Highway in Baker County, Contract No. 6168, in connection with Federal-Aid Project No. I-80N-7(12)318.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

[illegible]:ev

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FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 21, 1962

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-80N-7(12)318
Hill Creek-Oxman Section,
The Old Oregon Trail Highway

We are in receipt of your November 16, 1962 letter submitting copies of a letter dated October 29, 1962 from the Union Pacific Railroad Company indicating their approval of the completed construction plans for the above project.

On the basis of railroad approval of the plans authorization is hereby granted to proceed with the railroad work.

RECEIVED
NOV 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
11-26-62

NOTED
R. L. PORTER

RECEIVED

FOR FILING

6168

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 1, 1962

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-80N-7(12)318
Hill Creek-Oxman Section, Old Oregon Trail Highway
Grading, Paving and Structures

As requested in Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur, as of this date, in award of Contract No. 6168 to Rogers Construction Company of Portland, Oregon, low bidder in the amount of $1,337,584.00 at the October 30, 1962 bid opening.

Since the proposed structure is an overcrossing of the railroad, concurrence is given, in this instance, on the basis of tentative approval from the railroad company, furnished with Mr. Merchant's October 3, 1962 letter. Authorization to proceed with railroad work is being withheld pending receipt of final written approval of design plans by the railroad company.

original To Young
Copy To Merchant
11-9-62

NOV 7 1962

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SEP 18 1962
FOR FILING
FORM 2-00 SOM 41-61 40220
[illegible]
U168

RAILROAD COMPANIES
FILE No. 592

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 17, 1962

SUBJECT: PUX 444 - Twin Alder Creek O'Xing
UPRR Co.
Baker County

To: Mr. Floyd Query, Secretary
Oregon State Highway Commission

OFFICE

Attached please find fully executed copy of a construction agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachment

cc: G. S. Paxson
Ivan Merchant
F. D. Morgan
I. A. DeFrance
A. W. Parson
J. W. Nash
C. H. Maison
Earl Saling

NOTED
FLOYD QUERY

RECEIVED

FOR FILING

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

SEPTEMBER 10, 1962

File Ref. D 9416 - 32 - 1

Mr. L. I. Lindas,
Chief Counsel
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. J. N. Hershberger,
Staff Attorney

Dear Sir:

Please refer to your letter of April 18, 1962 concerning agreement in connection with the Twin Alder Creek Overcrossing of our Railroad at Baker County, Oregon, your R/W File No. 32888.

Herewith for your records is fully executed counterpart of agreement dated April 13, 1962 between the Railroads and the State of Oregon, along with ten additional copies of Exhibit "A".

In line with Section 1 (b) of the agreement, will you please arrange for payment of sixty dollars ($60.00) by the State to the Railroad.

Yours very truly,

G H Baker

G. H. Baker
Superintendent

cc: Mr. G. S. Paxson
Deputy State Highway Engineer
Salem, Oregon

RECEIVED
SEP 1 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 6 1962

FOR FILING
I-80N-7(12)31
U18X

April 6, 1962

Oregon State Highway Commission

Gentlemen:

There will be before you at the next Commission meeting an agreement between the State and the Union Pacific Railroad Company covering construction of twin overcrossings of the Company's tracks at Alder Creek on the Pleasant Valley-Hill Creek Section of the Old Oregon Trail Highway in Baker County.

Your approval and execution of the agreement is recommended.

This matter will be on the agenda for your consideration at the April 13 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc G. S. Paxson
Victor D. Wolfe

GSP:ms fn

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FOR FILING
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FORM 2-90 10M 3-61 34307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1961

SUBJECT: Pux 444 - Twin Alder Creek O-Xings
Union Pacific Railroad Co.
Baker County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Attached please find copy of order issued by the Public Utility Commissioner relative to the above-titled project. The order is in accordance with the Highway Commission's petition and the testimony presented at the hearing.

G. V. Sorensen
GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: Ivan Merchant
Tom Edwards
I. A. DeFrance
A. F. Parson
J. W. Nash
H. B. Simpson

RECEIVED
DEC 5 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Order #38098

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 202

In the matter of the Petition of the STATE OF OREGON, by and through its State Highway Commission, for permission to construct two highways above grade of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the TWIN ALDER CREEK OVERCROSSINGS project, in Baker County, Oregon.	ORDER

The above entitled matter was duly heard on October 25, 1961, at Salem, Oregon, before A. E. Nowack, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

Glen V. Sorenson and
J. N. Hershberger, Assistant Attorneys
General, of Counsel for the Oregon
State Highway Commission

For Respondent:

John A. Reuling, Jr., Attorney
Portland, Oregon
In behalf of Oregon-Washington
Railroad & Navigation Company and
Union Pacific Railroad Company

For Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon

On September 2, 1961, the above named Petitioner filed with the Commissioner, pursuant to the provisions of ORS 763.080 and ORS 763.040, a Petition for permission to construct two highways above grade of the tracks and right of way of Respondent, known as Twin Alder Creek Overcrossings project, in Baker County, Oregon.

Attached to and made a part of the Petition is Plan and Elevation Drawing No. 8941-A, dated May 25, 1961, which also contains grade line, elevation, and clearance diagrams and a vicinity map and Profile Drawing No. 16566 revised May 25, 1961, containing more detailed profile diagrams and topographical vicinity map.

The Petition also sets forth the proposed manner in which the construction and maintenance of the overcrossings will be handled and the costs thereof borne.

Notice of the Petition and copies thereof were duly served upon Respondent and the County Court of Baker County.

On September 25, 1961, Respondent filed its Answer. The County Court of Baker County, by letter dated October 12, 1961, advised the Commissioner that it had no objections to the proposed overcrossings, nor to the entry of a proper order in accordance with the Petition.

The matter was thereafter set down for hearing and notice thereof duly served upon the parties of record.

Evidence was adduced on behalf of Petitioner and Respondent, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

Petitioner proposes the construction on a revised location, of the North Unit of the Hill Creek - Nelson Section of the Old Oregon Trail Highway (Interstate Highway No. 80N) and, as a part thereof, it will be necessary to construct two overcrossings of the tracks of Respondent, in the Southeast Quarter (SE¼) of Section

34, Township 10 South, Range 42 East, W.M., in Baker County. Because of the volume and high speed of the traffic on the highways and railroad, and because the proposed highways will cross on a bluff well above the level of the railroad track, it is most economical to provide two overcrossings of the track of Respondent. The point of crossing is approximately 17 miles east of Baker and 6½ miles west of Durkee.

The track lies in a general north-south direction. The proposed overcrossings will lie in a general east-west direction. One overcrossing will provide for two lanes of east bound traffic and the other for two lanes of west bound traffic.

The center lines of the overcrossing that will carry the east bound traffic, and the track beneath will intersect at an angle of 67° 24' in the northeast quadrant at a common point designated as Highway Survey Station 887+82.88 and Railroad Survey Station 5103+55.5. This structure will be composed of several prestressed, precast concrete beam spans of various lengths and will be 376 feet in length along the center line. Its deck and roadway will be aligned on a 2800 foot long vertical curve on an average roadway gradient of 1.4808% ascending eastward.

The center lines of the other overcrossing that will carry west bound traffic, and the track beneath will intersect at an angle of 58° 09½' in the northeast quadrant at a common point designated as Highway Survey Station 888+33.87 and Railroad Survey Station 5104+67.9. This structure also will be composed of several prestressed, precast concrete beam spans of various lengths and will be 363 feet in length along the center line. Its deck and roadway will be aligned on a 2600 foot long vertical curve on an average roadway gradient of 1.4904% ascending eastward.

Rail traffic over the proposed crossings consists of 17 train movements daily. The estimated average daily volume of vehicular traffic which will use the proposed crossings is 1500 vehicles. The proposed structures will permit a division of train and vehicular traffic by separation of the grade of the highway and the railroad and will be suitable and proper for the safety, convenience and general welfare of the public and is in the public interest.

The minimum horizontal clearance will be 12.0 feet. A distance of 24 feet 2 inches between top of highest rail and underside of overhead girder will afford adequate vertical clearance. The horizontal and vertical clearances provided are in excess of the minimum prescribed by PUC Order No. 33700. Falsework during construction will not impair vertical clearance.

Petitioner proposes the construction and maintenance of the proposed overcrossings and the cost thereof be borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structures, including highway approaches, and supervise the construction thereof.

(b) Finance the construction of said project, including reimbursement to Respondent for necessary expenditures incurred in connection therewith.

(c) Maintain the overcrossing structures with their embankments, appurtenances and approaches after completion of the project.

Respondent will:

(a) Subject to reimbursement by Petitioner, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during construction of the project and remove and replace in permanent locations existing signal and communication lines, right of way fences which may have to be moved, to protect the same during construction of the project.

(b) Subject to reimbursement by Petitioner, install approximately 250 feet of inner guard rail, in order that such guard rail shall extend through both overcrossing structures and to a point 50 feet beyond the structures in each direction.

(c) At its own cost and expense, after completion of the structure, maintain its track and roadbed and their facilities and appurtenances.

No objections to these proposals were made and they are approved. The provisions therein relating to division of the costs and expenses involved are just and reasonable under the circumstances.

From the foregoing it is concluded that the proposed overcrossings are necessary in connection with the construction on a revised location of a portion of the North Unit of the Hill Creek-Nelson Section of the Old Oregon Trail Highway (Interstate Highway No. 80N) and is required in the interest of public safety, convenience and general welfare. Permission for the construction thereof should be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that the permission requested in the Petition of the State of Oregon, by and through its State Highway Commission, for the construction of a highway above grade of the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the Twin Alder Creek Overcrossing project, be and the same is hereby granted, subject to the following terms and conditions:

(1) The construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design, with Oregon State Highway Department Drawings Nos. 16566 and 8941A, dated May 25, 1961, or such revisions thereof as may be mutually agreed upon by Petitioner and Respondent.

(2) Construction and maintenance of the overcrossings and railroad tracks shall otherwise be done and the costs thereof borne in accordance with the findings of the Commissioner hereinabove made.

and it is further

ORDERED that No. 2A-360.1-A shall be assigned to the subject overcrossings in the Commissioner's Catalog of Crossings in the State of Oregon; and it is further

ORDERED that the within order shall be effective on the date of the execution hereof.

Made and entered this 20th day of November, 1961.

Public Utility Commissioner

(SEAL)

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SEP 5 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
LLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

M E 124-1 50M 1-61

September 1, 1961

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 444 - Twin Alder Creek
O-Xings
Union Pacific Railroad Co.
Baker County

Dear Sir:

Attached please find five signed copies of State Highway Commission's petition in the above-entitled matter.

Two of the copies are for service upon the railroad companies; one copy for service upon Baker County; and two copies are for use by your office.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc. 5

cc: Ivan Merchant
G. S. Paxson
Tom Edwards
A. F. Parson

RECEIVED
[illegible] 1961
[illegible]
STATE HIGHWAY ENGINEER

NOTED

Pux 444

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct two overcrossings over the main line and tracks of Oregon-Washington Navigation Company, Union Pacific Railroad Company, Lessee, known as the TWIN ALDER CREEK OVERCROSSINGS project, in the Southeast quarter (SE$\frac{1}{4}$) of Section 34, Township 10 South, Range 42 East, W.M., Baker County, Oregon.	PETITION No._______

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this Petition is made under the authority of ORS 366.205, ORS 763.040 and ORS 763.080.

III

That Petitioner proposes the construction, on a revised location, of the North Unit of the Hill Creek-Nelson Section of the Old Oregon Trail Highway (Interstate Highway 80N). That as part of the highway construction it will be necessary to construct two overcrossing structures crossing over the tracks of the main line of the Oregon-Washington Navigation Company, Union Pacific Railroad Company, Lessee, as shown on Drawings 16566 and 8941-A, attached hereto and by this reference made a part hereof.

IV

That the construction of the proposed overcrossing structures is necessary and proper for the safety, service and convenience of the public in that crossings at grade would be hazardous to both traffic on the railroad and on the highway.

V

That the average annual daily traffic on the proposed structures will be 1500 vehicles, subject to normal annual increases. That the traffic on the railroad is an annual daily volume of 17 train movements.

VI

That the proposed structure that would carry eastbound traffic will be on an ascending grade to the southeast of 1.4808% and will extend approximately 5' into a 2800' vertical curve at the south end of the structure. That the proposed structure that would carry westbound traffic will be on an ascending grade to the south of 1.4904% and approximately 100' of the structure at the southern end extends into a 2600' vertical curve.

VII

The Petitioner proposes that the construction and maintenance of the project and the costs thereof be borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications, award a contract or contracts for the construction of the proposed grade separation structures, including highway approaches, and supervise the construction thereof.

(b) From State and Federal highway funds finance the construction of said project, including reimbursement to Railroad Companies for necessary expenditures incurred in connection therewith under the accounting practices contained in PPM 30-3, issued by the Public Roads Administration under date of August 15, 1955, and amendments and supplements thereto.

(c) Maintain the overcrossing structures with their embankments, appurtenances and approaches after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Subject to reimbursement under federal regulations:

1. Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during construction of the project.
2. Remove and replace in permanent location existing signal and communication lines to protect the same during the construction of the project.
3. Remove and replace in permanent location right of way fences which must be moved because of the construction of the project.
4. Install approximately 210' of inner guard rails.

(b) At its own cost and expense maintain the railroad tracks with their appurtenances and facilities after completion of the project.

VIII

That there will be no impairment of clearances on the railroad in violation of Public Utility Commissioner's Order No. 33700.

IX

That the proposed construction is located in the Southeast quarter (SE$\frac{1}{4}$) of Section 34, Township 10 South, Range 42 East, W.M., in Baker County, Oregon.

WHEREFORE, Petitioner prays for an order authorizing such construction and allocation of costs in accordance herewith, and for such further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 1st day of September, 1961.

STATE OF OREGON, by and through its
State Highway Commission
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By GLEN V. SORENSEN
Staff Attorney

STATE OF OREGON)
) ss
County of Marion)

I, Theo. C. Roake, being first duly sworn, say that I am an Assistant Bridge Engineer for the Oregon State Highway Commission and that the foregoing petition is true as I verily believe.

THEO. C. ROAKE
Assitant Bridge Engineer

Subscribed and sworn to before me this 1st day of September, 1961.

GLEN V. SORENSEN
Notary Public for Oregon
My Commission Expires Oct. 15, 1962

I certify that the above is a true and correct copy of the foregoing petition and the whole thereof.

GLEN V. SORENSEN - Staff Attorney

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17 1962
FOR FILING
6167

October 17, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2585 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

We are mailing under separate cover, four copies of the special provisions and plans covering grading, paving and structures on the Hill Creek-[illegible] Section of the Old Oregon Trail Highway in Baker County, bids for which are to be received in Salem on October 30, 1962.

In general, the work is to be performed without interference with your facilities except for the construction of the westbound and eastbound structures, in the vicinity of Highway Station 688 as indicated on Sheet 4 of the plans and for fill encroachments in the vicinities of Highway Stations 932 and 952 as indicated on Sheets 5 and 6 of the plans.

The special provisions augment our standards for railroad protection particularly as given on pages 78 to 85 inclusive of the special provisions and the "Railroad Protective Liability Form" insert bound therewith; also, the contractor is to provide $250,000 - $500,000 protective insurance as set forth therein.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: Mr. G. S. Paxson
Mr. C. A. Gardner
Mr. R. M. Brown, Dist. Engr.
Union Pacific Railroad Co.
809 Pittock Block
Portland 5, Oregon

RECEIVED
[illegible] 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

October 10, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-80N-7(12)318
Hill Creek-Oxman Section
Old Oregon Trail Highway

Reference is made to your October 8 letter concerning possible removal of the median barrier in order that material from the source opposite Stations 735 - 742 might be hauled across the west-bound lanes and then eastward on the east-bound lanes to the subject project.

Attention is directed to the fact that traffic on this section of highway is 1600 ADT. Although Project I-80N-7(8)316 was completed September 11, 1962, traffic has not yet been permitted to use the new facilities due to slide removal work now under contract. It is our opinion that traffic should be allowed to use the new lanes at the earliest possible time, and that thereafter traffic should not be curtailed, inconvenienced or subjected to any possible dangerous conditions if such can be prevented.

For the above reasons we recommend that methods other than the opening of the median barrier and hauling across the west-bound lanes be investigated. One method would be the use of the 10'x10' concrete box culvert at Station 751+20 and utilization of the frontage road eastward. Another method would be the utilization of the west-bound lanes to the Pleasant Valley Interchange, thence return either on the east-bound lanes or the frontage road. Other arrangements may be possible that would maintain safety of the travelling public and still be economically feasible for the contractor.

original To Morgan
10-11-62

NOTED
[illegible]

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OCT 10 1962

FOR FILING
I 80N-7

[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
~~Salem, Oregon~~

October 8, 1962

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project I-80N-7(12)318
Hill Creek-Oxman Section
Grading, Paving and Structures

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Holt's October 5, 1962 letter except for two parcels on which negotiations are in progress or condemnation suits will be filed with the expectation that these parcels will be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired, including access rights which may be in court action.

In addition, our approval is with the further understanding that you will delete the extra work snow fence item included in your estimate.

Your April 13, 1962 Union Pacific Railroad Agreement is approved. You are authorized to proceed with railroad work included in the project, upon submission, prior to our concurrence in award of contract, of written evidence that design plans have been approved by the railroad company.

original To Young
10-10-62

NOTED

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1962
FOR FILING

I-80N-4

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 8, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Attention: Mr. L. C. Jensen, Area Engineer

Dear Sir:

On the Hill Creek-Oxman Section of the Old Oregon Trail Highway in Baker County, it is our intension to set up the material which is to be removed from the Pleasant Valley Slide Section as a prospective source of surfacing materials.

If requested by the contractor, we intend to allow the median barrier to be opened in order that he may take the material across the westbound lanes to the eastbound lanes and then haul on the eastbound lanes to his job. All expense -- signing, flagging, work on the median, etc. -- would be his.

If this does not meeting with your approval, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

ADO:jd:fp

cc General Files

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SEP 14 1962

FOR FILING
I-80N-

477 Cottage St. N.E.
Salem, Oregon

September 10, 1962

Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4DA Salem, Oregon

Oregon I-80N-7(-)304 - Mill Creek - Ocean Section

Mr. Morgan's letter, dated September 4, requested our concurrence in your proposed base design for the subject section of Interstate Route 80N.

This office concurs in the design presented with the aforementioned letter. This design will reduce the crushed base thickness from 12 inches to 11 inches, eliminate the 2 inch leveling course and substitute a 3 inches of plant mix emulsion stabilized base.

Original To Morgan
Copy To Young
9-13-62

NOTED

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5 1962
FOR FILING

COMMISSIONERS
[illegible] JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-5-[illegible]

[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 4, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Hill Creek-Oxman Section

Dear Mr. Parsons:

Enclosed find revised Project Base Design chart for this section. You will note that we have altered the original design as follows:

1. Coarse crushed base thickness reduced from 12-inches to 11-inches compacted depth.

2. Substitution of 3-inches of plant mix emulsion stabilized base for 2-inches leveling course.

During the past several years we have become concerned with aggregate deterioration in the upper portion of base courses. This deterioration has resulted in pavement failures in many roads throughout the state. In order to eliminate, or at least reduce the occurrence of these failures, we propose to modify our base design procedure on the interstate system to take into account this experience factor. There is no doubt that the portions of the surface structure that need greater stability are those closest to the top. This evaluation has been substantiated by tests performed by many neighboring states and by the AASHO Road Test personnel.

On the Cottage Grove-Divide Section, I-5-3(40)169, recently awarded to Warren Northwest, we did specify 3-inches of asphalt stabilized base to be placed immediately below the asphalt concrete course. Although this stabilized course was required, its cost exceeded our estimates and we believe that savings may be realized by this type of construction.

Your attention is directed to the following:

1. The AASHO Road Test (in report no. 5 "Pavement Research") indicates that for legal axle loads about 7-inches of bituminous treated base is

required to minimize rutting. (See page 81). As you know, rutting has been a problem on many of our highways and is an indication of incipient failure and an element of unserviceability.

2. In the same AASHO Road Test report (page 91) advantages of bituminous treated bases in reducing frost damage is documented.

3. Our experience on heavily traveled sections shows that degradation of rock materials penetrates the surface about 8-inches. The proposed bituminous treatment will greatly retard or eliminate this deterioration process.

4. Other states (California, Arizona, Ohio, No. Carolina, Kansas, etc.) have realized the advantages of a greater depth of bituminous treated surface courses and use a section similar to the one herein proposed.

5. Such a treatment as proposed also

   a. Improves the surface riding qualities.
   b. Helps to eliminate subsurface moisture buildup.
   c. Provides a wearing surface for traffic prior to placement of AC (when roadway is constructed under traffic).
   d. Results in increased base rock densification.
   e. Protects surface from moisture damage during construction.

May we have your approval of this proposal at an early date.

Very truly yours,

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

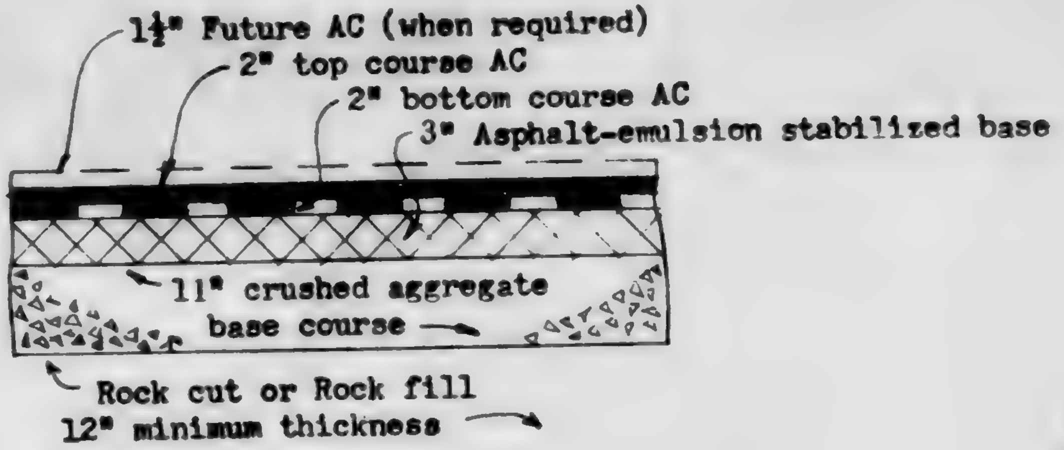
enc.
FBK:bjh
cc: Forrest Cooper
R. L. Porter
G. W. Harra
L. H. Young
A. F. Parson

RECEIVED
SEP 4 1962
OFFICE OF
HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Hill Creek - Oxman Unit / Hill Creek - Nelson Section
Highway Old Oregon Trail
County Baker
Prefix 1-1481
Res. Engr. K Laughlin
Length of Project 2.5 Miles.
Sta. 862
to Sta. 995
Date 8-30-62

Frost Penetration Depth: 36"
TYPICAL SECTIONS
Traffic Classification: Very Heavy
Interstate


1½" Future AC (when required)
2" top course AC
2" bottom course AC
3" Asphalt-emulsion stabilized base
11" crushed aggregate base course
Rock cut or Rock fill
12" minimum thickness

	Required Base & Wear		Designed Base & Wear	
	Crushed	Not Crushed	Exist. Surf. Allow.	New Work
AC Surfacing	4"			4"
Stabilized Base	-			3
Crushed Base	14			11
Total	18"			18"
Future AC	1½			1½
Total	19½"			19½"

The 12½% Interstate safety allowance has been applied to the required pavement thickness determination

Note:
In the transition from cut to fill thru this unit, it is recommended that the Special Provisions and Plans provide for field control to assure minimum thickness of rock of 12 inches in the upper portion of the subgrade.

Paving Type: Available local materials are adaptable to AC construction.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Submitted by H W Yarbrough
Staff Assistant ~~[illegible]~~

Recommended by F B Klaboe
Grad Construction Engineer

Recommended by
Engineer of Materials

Approved by
Asst ~~Deputy~~ State Highway Engineer

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

9

JOSEPH W. SMITH, CHAIRMAN
[illegible]
JOHN P. AMACHER, WINCHESTER
ROLLIN E. BOWLES, PORTLAND
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

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I-8-N-7 (10) 31?

616?

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 4136
PORTLAND 8

August 27, 1962

State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

We have examined the plan sheets for your highway project Hill Creek-Oxman Section, Baker County.

There will be no fishery problems as a result of this construction. Thank you for the opportunity to review the plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
FL

R. O. Koski
Chief of Liberations

ROK:sm

cc: Bill Brown

NOTED
R. L. PORTER

copy to [illegible]

NOTED
G. S. PAXSON

RECEIVED
AUG 28 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 7 1962
FOR FILING

I-SON 7 (16) 3N

6/1/68

agenda
3d-2
4-13-62

May 4, 1962

Baker County Court
Courthouse
Baker, Oregon

Gentlemen:

The State Highway Commission at its meeting on April 13, 1962, adopted a survey concerning improvement of the Hill Creek-Oxman Section of the Old Oregon Trail Highway. For your information we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting the survey (Survey Resolution No. 187a).

This survey resolution supersedes and rescinds so much of Survey Resolution No. 187 as pertains to Pleasant Valley-Oxman Section of the Old Oregon Trail Highway, which was adopted December 11, 1958.

You will recall that a public hearing on this project was held in Huntington on June 21, 1961, and a transcript of the hearing was sent to you. The Commission took action only after careful study of the transcript and consideration of the Highway Engineer's recommendation.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

CC:
Hon. Homer Birchmier
Mayor
Huntington, Oregon

Mr. Victor Wolfe

fp

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1962
FOR FILING

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6168

9

April 11, 1962

Oregon State Highway Commission

Gentlemen:

In December 1958, you adopted a survey for the Pleasant Valley-Oxman Section of the Old Oregon Trail Highway. Subsequent work in the area from Mill Creek southerly through Oxman and the Durkee Valley indicated the desirability of shifting our survey to the southerly side of the railroad track between Mill Creek and Oxman.

On June 21, 1961, a public hearing was held on the Mill Creek-Benson Creek Section of the Old Oregon Trail Highway utilizing the line southerly of the railroad track between Mill Creek and Oxman and extending across the Durkee Valley through the Burnt River Canyon and on to Benson Creek. Considerable adverse comment was encountered at the public hearing on the section through Durkee Valley and various alternates were being investigated in this area to overcome the objections expressed at the hearing. There was, however, no objection expressed at the hearing for the proposed location between Mill Creek and Oxman and this location will permit us to use any of the various alternates southerly from Oxman.

I recommend that you abandon the part of the previous survey between Mill Creek and Oxman and approve the location southerly of the railroad track and that you also grant authority to purchase the necessary rights of way.

The length of this section is 2.65 miles. I am attaching a map for your information.

This matter will be on the agenda for your consideration at the April 13 meeting.

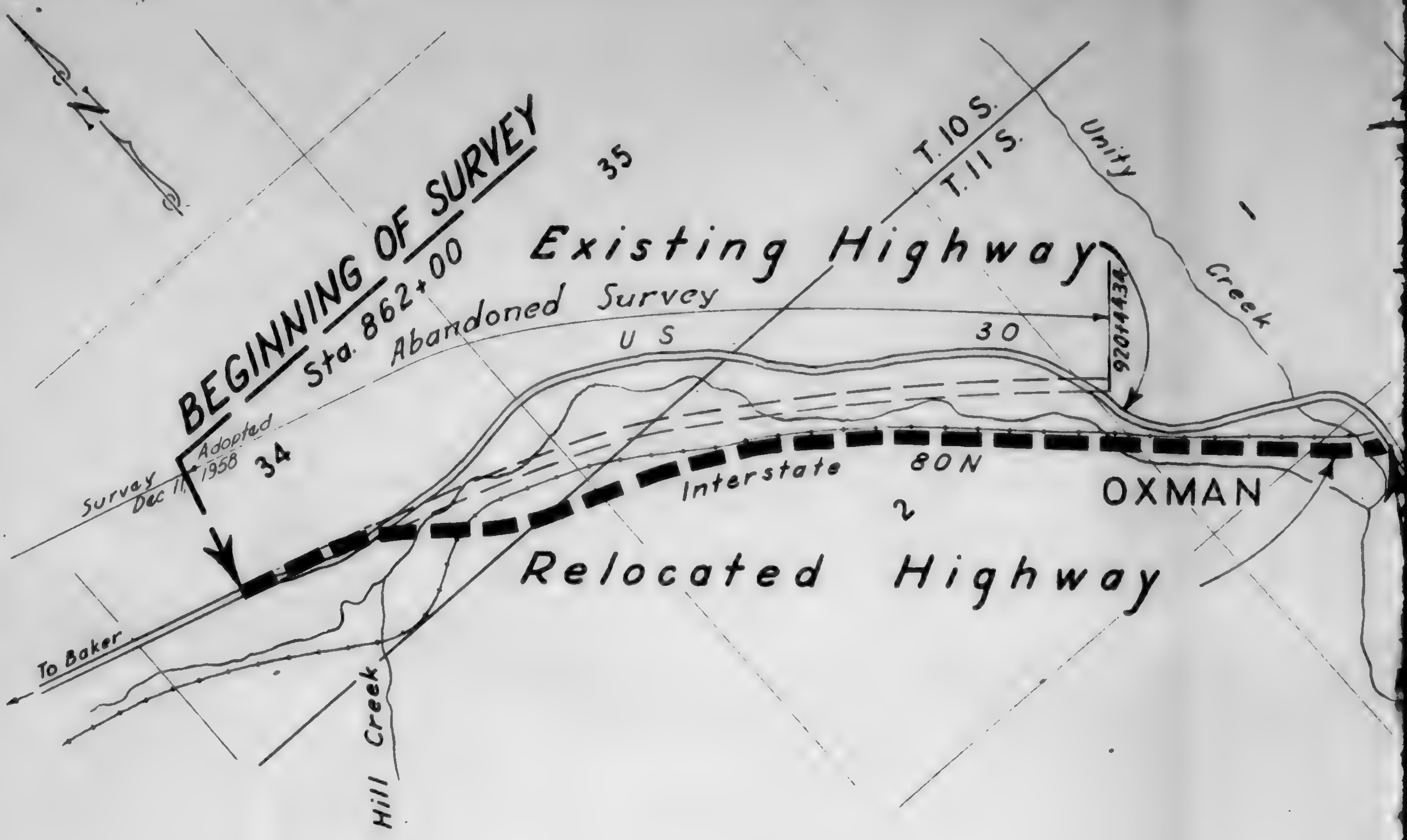
Very truly yours,

Forrest Cooper
State Highway Engineer

Encl.

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan
Walter T. Wright

DJB:jd fn

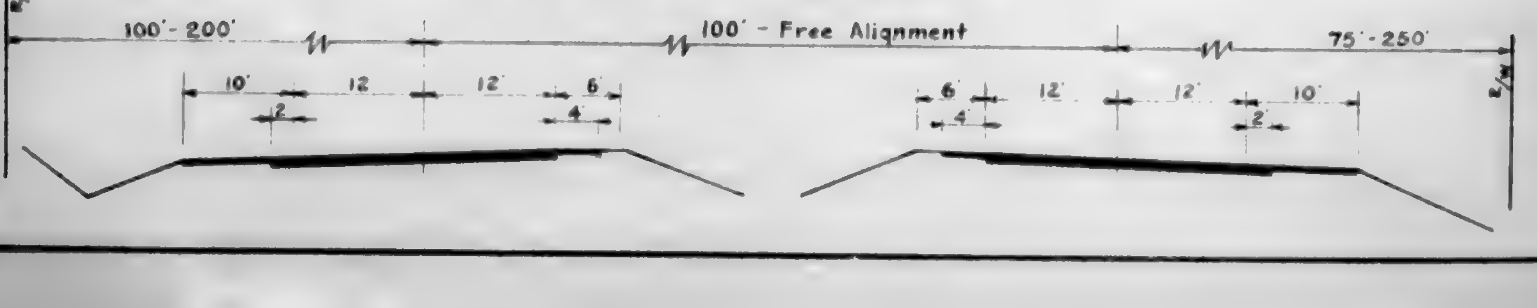


Public Hearing _ _ _ June 21, 1961 _ _ _
System Action
County _ _ _ Not required _ _ _
State Highway Commission Not required
Bureau of Public Roads _ Not required _
Throughway Resolution Adopted Nov. 3, 1948
Access Control _ _ _ Complete _ _ _

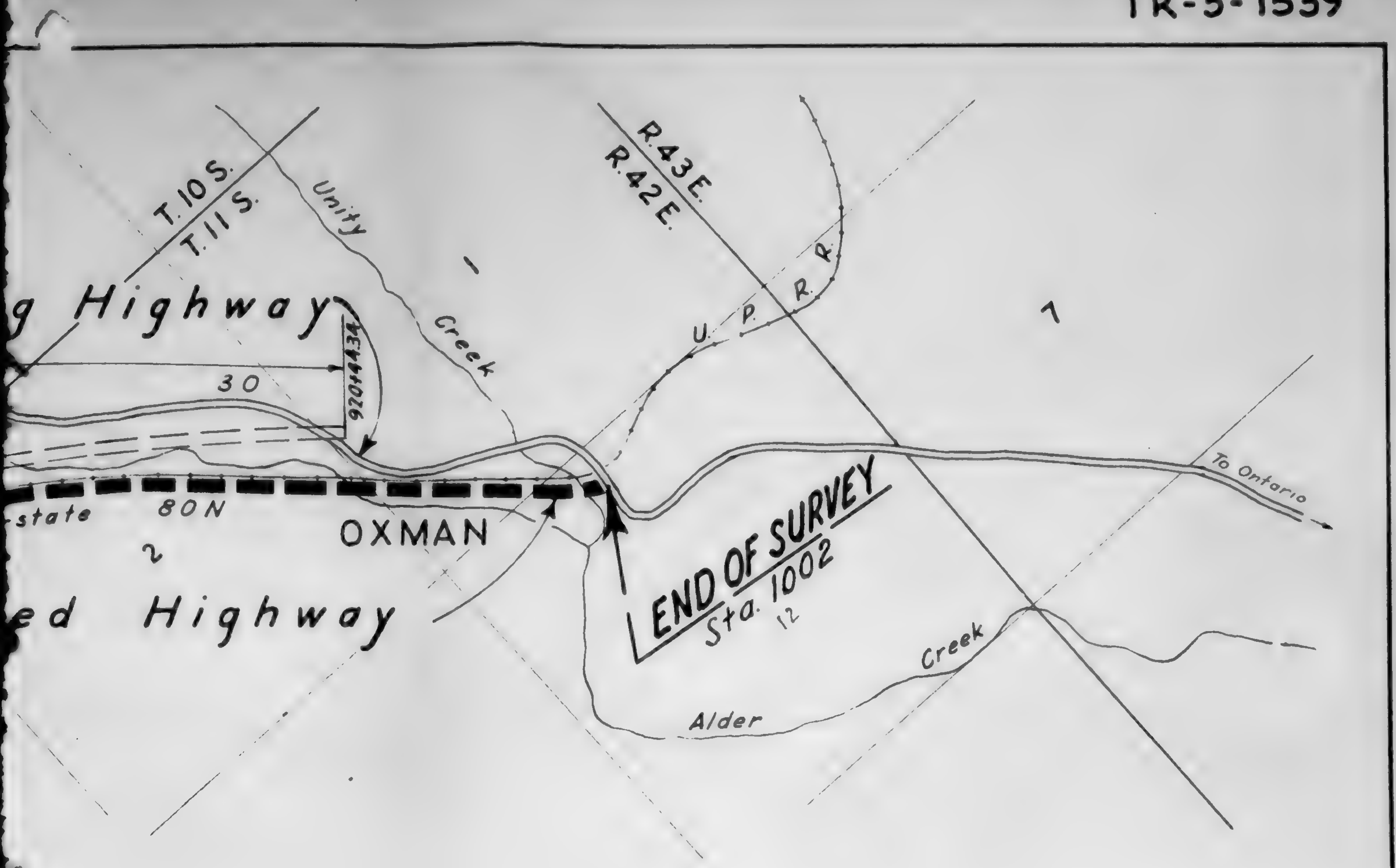
APPROVED

ASSISTANT ~~DEPUTY~~ STATE HIGHWAY ENGINEER
APR 10 1962
DATE

TYPICAL SECTION



1R-5-1539



ired

ed

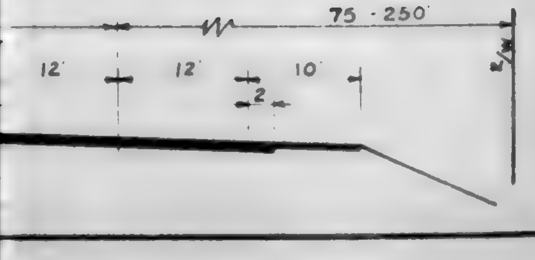
948

APPROVED

ASSISTANT ~~DEPUTY~~ STATE HIGHWAY ENGINEER

APR 10 1962

DATE



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

HILL CR. - OXMAN SECTION

OLD OREGON TRAIL HIGHWAY

BAKER COUNTY

Scale 1" = 2000' April ., 1962

DRG. NO. IR-5-1539

For Details See Drg. No. 8B-11-14, Oct. 1958; 8B-21-19, Mar. 1961

RECEIVED
NOV 13 1962
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
W. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

I-C-N-D (13) 5/Y

November 13, 1962

Rogers Construction Company
11700 N. E. Glisan Street
Portland 16, Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract No. 6166, awarded November 1, 1962,
for grading, paving and structures on the Mill
Creek-[illegible] Section of the Old Oregon Trail
Highway in Baker County

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin November 26, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

fhn

cc: L. H. Young
[illegible] F. Parson
Resident Engineer
Frank Morgan
I. E. Merchant

4-3322 Fort Stevens State Park Facilities 1962

#6169

RECEIVED
JUL 29 1963
FOR FILING

6169

July 26, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On May 28, 1963, we wrote to you concerning release of final payment on contract #6169, awarded to Grimstad & Vanderveldt Inc., for park facilities in Fort Stevens State Park, Clatsop County.

Final payment on this contract is $10,690.53 and the total contract amount is $75,466.64, including $449.63 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

DC

cc: Grimstad & Vanderveldt Inc.,
Route 1, Box 642
Astoria, Oregon

cc: C. H. Maison
Attn.: John Harr

RECEIVED
MAY 28 1963

FOR FILING

4 2 32

6169

May 27, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed May 7 on Contract 6169. The contract was with Grimstad and Vanderveldt and was for work on the Fort Stevens State Park facilities in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project, effective May 27, 1963, and that you concur in this procedure at the Commission meeting on June 10.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 26, 1963

Section Fort Stevens State Park

Kind of work Park Facilities

Highway .... County Clatsop

Section prefix 4-3322

Contractor Grimstad & Vanderveldt, Inc.

Contract number 6169

Date of contract November 1, 1962

Specified work days 75

Date work started November 9, 1962

Work days used See Resident Bridge Engr. Report

Project authorization (Grading Only) $ 18,469.92

Per cent of time elapsed " " " " %

Exclusive of engineering $ 17,156.50

Estimated cost of completed project, exclusive of engineering $ 18,933.90

Estimated per cent overrun ~~or underrun~~ 15.3 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 1,313.42

Engineering cost to date $ 1,780.00, 135 %

Date project was completed Grading Only March 7, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100		100		100		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate, grading section, completed and turned over to Resident Bridge Engineer.

FINAL REPORT

NOTED
JOHN R. OAKES

29 1963

CB

Signed E Hall

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	11,814 C.Y.	1,650 C.Y.			
Total quantities corrected to date	16,354 C.Y.	1,654 C.Y.			
Estimated quantities moved or placed to date	16,354 C.Y.	1,654 C.Y.			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Overcast		
Tuesday	Showers		
Wednesday	Rain		
Thursday	Overcast		
Friday	Clear		
Saturday			

RECEIVED
NOV 21 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 20, 1962

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments

OFFICE

Grimstad & Vanderveldt, Inc. started work on the Fort Stevens State Park Facilities in Clatsop County, Contract No. 6169, on November 5, 1962.

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
NOV 2 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6169

November 2, 1962

Grimstad & Vandervelde, Inc.
1497 9th St.
Astoria, Oregon

Gentlemen:

The State Highway Commission on November 1, 1962 awarded to you State Highway Contract No. 6169 for the following project:

Fort Stevens State Park Facilities, Clatsop County

This award was based on your low bid of $74,979.00 which was submitted to the Commission on October 30, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

al

cc:
cc: Frank Morgan
L. H. Young
R. C. Savage (SIAC)
Harold Schick
I. D. Merchant

I-5-1(11) N. Ashland-S. Ashland Interch. 1962
12 Sec., Pacific Hwy. (Paving &
#170 Signing)

I-5-1(14) N. Ashland-S. Ashland Interch. 1962
12 Sec., Pacific Hwy. (Paving &
#4170 Signing)

RECEIVED
FEB 14 1966
FOR FILING

Form CD-121
(11-52)
(Pres. by
A.O. 206-10)

170

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Mason

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: February 9, 1966

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: LRBacklund
L. R. Backlund
Administrative Manager

SUBJECT: Federal-Aid Project I-5-1(44)12 - Final Voucher
Audit Report 66-835-15

Item 1 of Audit Report 65-835-13 cited guardrail salvage credit for the subject project. Subsequent correspondence from your office, dated May 19, 1965, established the salvage value of the guardrail at $60.00. The participating cost on the final voucher has been reduced by $60.00 for a revised total of $2,164,256.72 and the claim has been approved for $944.66, computed as indicated below:

Net Amount Claimed		$1,000.00
Less:		
Guardrail Salvage Credit	$60.00	
Pro Rata	92.25%	-55.34
Net Amonnt Approved		$ 944.66

orig to Mason 2-10
copy to Young
2-11-66

RECEIVED
FEB 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

RECEIVED
AUG 20 1965
FOR FILING

Monthly transaction number	F PR-2A U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 16	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	County Jackson
I-5-1(44)12		Project number I-5-1(44)12

170

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 13, 1962, is hereby modified as follows:

Revised estimated total cost of project	$ 2,169,626.11
Revised Federal funds	$ 1,996,582.16
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9 day of August, 1965.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Klaboe
Assistant State Highway Engineer
(Title)

By ______
______
(Title)

By ______
______
(Title)

XXX A. W. Parsons
(Division Engineer)
By: LR Backlund
L. R. Backlund
Administrative Manager

USCOMM-DC 8120-P63

State

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. DEC 21 1962 12-93	FO PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. 1(44)12	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Jackson
		PROJECT NO. I-5-1(44)12

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 1 mi. N. Ashland to S. Ashland Jc.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-8-62	7.149
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,055,862.00	$ 1,891,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. L. Porter

Asst State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund
Administrative Manager

Date executed by Division Engineer December 13, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal Aid
Project No. I-5-1(44)12

NORTH ASHLAND INTERCHANGE-SOUTH ASHLAND INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 20, 1962

Type Code 7221
Roadway (Sta. 1332+25 to Sta. 1716+30.04) (Contract 6170)

Drainage Excavation, Unclassified	525	cu.yd.	$ 6.00	$ 3,150.00
General Excavation, Unclassified	33,800	cu.yd.	1.50	50,700.00
Loading and Placing Topsoil	240	cu.yd.	2.00	480.00
6-inch Perforated Metal Drain Pipe	1,840	lin.ft.	2.50	4,600.00
Special Backfill in Drains	280	cu.yd.	6.00	1,680.00
1½-inch Electrical Conduit	930	lin.ft.	1.80	1,674.00
Salvage and Reinstall Culvert Pipe	250	lin.ft.	4.00	1,000.00
Salvage and Stockpile Culvert Pipe	170	lin.ft.	2.00	340.00
Type 2 Fence	230	rods	8.25	1,897.50
Metal Guard Rail	31,000	lin.ft.	2.35	72,850.00
Metal Median Barrier	3,300	lin.ft.	3.50	11,550.00
Guard Rail-Salvaged Barricade	1,400	lin.ft.	0.40	560.00
Guide Posts, Type PW-1	390	only	7.20	2,808.00
Guide Posts, Type PZ-2	140	only	7.60	1,064.00
Guide Posts, Type PZ-3	2	only	8.00	16.00
Concrete End Pieces	1	only	150.00	150.00
Coarse Crushed Material in Base	295,800	tons	1.75	517,650.00
3/4"-0 Material in Base	44,700	tons	1.75	78,225.00
Sprinkling	6,350	M-gal.	2.50	15,875.00
Preparation of Base	All	Required		2,100.00
3/4"-0 Material in Binder Course	300	cu.yd.	5.40	1,620.00
Furnishing and Placing Aggregates	625	cu.yd.	5.40	3,375.00
RC-250 Asphalt	50	tons	62.00	3,100.00
120-150 Asphalt	50	tons	62.00	3,100.00
RS-1 Asphalt	15	tons	72.00	1,080.00
Class "B" Asphaltic Concrete	22,000	tons	6.20	136,400.00
12-inch Reinforced Concrete Bridge Ends	660	sq.yd.	12.00	7,920.00
8-inch Standard Reinforced Concrete Pavement	203,000	sq.yd.	4.50	913,500.00
Vertical Alternate Flashing Beacons	All	Required		600.00
Removal of Existing Sign Installations	All	Required		100.00

Furnish 8" BP 36# Steel Piling	277 lin.ft.	$ 6.30	$ 1,745.10
Drive Steel Piles	20 only	70.00	1,400.00
Metal Sign Posts	All Required		1,700.00
Wood Sign Posts	All Required		2,450.00
Type "A" Signs in Place	1,868 sq.ft.	6.50	12,142.00
Type "C", "D", "H" and "J" Signs in Place	923 sq.ft.	4.00	3,692.00
Type "E", "F" and "G" Signs in Place	174 sq.ft.	4.30	748.20
Type "K" and "S" Signs in Place	115 sq.ft.	7.50	862.50
Type "P" Signs in Place	11 sq.ft.	5.60	61.60
			$1,863,965.90
Flagging (57½% of Contractors Cost)	All Required		$ 5,000.00
	Subtotal		1,868,965.90
	10% Engr. & Cont.		186,896.10
	Total		$2,055,862.00

Length of Roadway- - - - - - - - - - - - - - -7.149 miles
Length of 9 Structures- - - - - - - - - - - 0.125 miles (Exceptions)
Total Length - - - - - - - - - - - - - - - -7.274 miles
Cost of Roadway per Mile - - - - - - - - - -$287,573.36

Federal Funds- $1,891,000.00
State Funds- 164,862.00
$2,055,862.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-1(44)12

NORTH ASHLAND INTERCHANGE-SOUTH ASHLAND INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 2, 1962

Type Code 7221
Roadway (Sta. 1332+25 to Sta. 1716+30.04)

Drainage Excavation, Unclassified	525	cu.yd.	$ 3.00	$ 1,575.00
General Excavation, Unclassified	33,800	cu.yd.	0.75	25,350.00
Loading and Placing Topsoil	240	cu.yd.	1.00	240.00
6-Inch Perforated Metal Drain Pipe	1,840	lin.ft.	2.00	3,680.00
Special Backfill in Drains	280	cu.yd.	6.00	1,680.00
1½-Inch Electrical Conduit	930	lin.ft.	1.75	1,627.50
Salvage and Reinstall Culvert Pipe	250	lin.ft.	3.00	750.00
Salvage and Stockpile Culvert Pipe	170	lin.ft.	2.00	340.00
Type 2 Fence	230	rods	6.50	1,495.00
Metal Guard Rail	31,000	lin.ft.	2.50	77,500.00
Metal Median Barrier	3,300	lin.ft.	3.75	12,375.00
Guard Rail-Salvaged Barricade	1,400	lin.ft.	1.50	2,100.00
Guide Posts, Type PW-1	390	only	6.75	2,632.50
Guide Posts, Type PY-2	140	only	7.25	1,015.00
Guide Posts, Type PY-3	2	only	8.00	16.00
Concrete End Pieces	1	only	150.00	150.00
Coarse Crushed Material in Base	295,800	tons	1.85	547,230.00
3/4"-0 Material in Base	44,700	tons	2.00	89,400.00
Sprinkling	6,350.	M-Gal.	2.50	15,875.00
Preparation of Base	All	Required		3,000.00
3/4"-0 Material in Binder Course	300	cu.yd.	4.50	1,350.00
Furnishing and Placing Aggregates	625	cu.yd.	4.50	2,812.50
RC-250 Asphalt	50	tons	52.00	2,600.00
120-150 Asphalt	50	tons	50.00	2,500.00
RS-1 Asphalt	15	tons	70.00	1,050.00
Class "B" Asphaltic Concrete	22,000	tons	6.75	148,500.00
12-Inch Reinforced Concrete Bridge Ends	660	sq.yd.	15.00	9,900.00
8-Inch Standard Reinforced Concrete Pavement	203,000	sq.yd.	4.60	933,800.00
Vertical Alternate Flashing Beacons	All	Required		500.00
Removal of Existing Sign Installation	All	Required		100.00
Furnish 8" BP 36# Steel Piling	277	lin.ft.	5.50	1,523.50

Oregon State Highway Department

Federal Aid
Project No. I-5-1(44)12

NORTH ASHLAND INTERCHANGE-SOUTH ASHLAND
INTERCHANGE SECTION OF THE
PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 2, 1962

Type Code 7221
Roadway (Sta. 1332+25 to Sta. 1716+30.04)

Drainage Excavation, Unclassified	525	cu.yd.	$ 3.00	$ 1,575.00
General Excavation, Unclassified	33,800	cu.yd.	0.75	25,350.00
Loading and Placing Topsoil	240	cu.yd.	1.00	240.00
6-Inch Perforated Metal Drain Pipe	1,840	lin.ft.	2.00	3,680.00
Special Backfill in Drains	280	cu.yd.	6.00	1,680.00
1½-Inch Electrical Conduit	930	lin.ft.	1.75	1,627.50
Salvage and Reinstall Culvert Pipe	250	lin.ft.	3.00	750.00
Salvage and Stockpile Culvert Pipe	170	lin.ft.	2.00	340.00
Type 2 Fence	230	rods	6.50	1,495.00
Metal Guard Rail	31,000	lin.ft.	2.50	77,500.00
Metal Median Barrier	3,300	lin.ft.	3.75	12,375.00
Guard Rail-Salvaged Barricade	1,400	lin.ft.	1.50	2,100.00
Guide Posts, Type PW-1	390	only	6.75	2,632.50
Guide Posts, Type PY-2	140	only	7.25	1,015.00
Guide Posts, Type PY-3	2	only	8.00	16.00
Concrete End Pieces	1	only	150.00	150.00
Coarse Crushed Material in Base	295,800	tons	1.85	547,230.00
3/4"-0 Material in Base	44,700	tons	2.00	89,400.00
Sprinkling	6,350.	M-Gal.	2.50	15,875.00
Preparation of Base	All	Required		3,000.00
3/4"-0 Material in Binder Course	300	cu.yd.	4.50	1,350.00
Furnishing and Placing Aggregates	625	cu.yd.	4.50	2,812.50
RC-250 Asphalt	50	tons	52.00	2,600.00
120-150 Asphalt	50	tons	50.00	2,500.00
RS-1 Asphalt	15	tons	70.00	1,050.00
Class "B" Asphaltic Concrete	22,000	tons	6.75	148,500.00
12-Inch Reinforced Concrete Bridge Ends	660	sq.yd.	15.00	9,900.00
8-Inch Standard Reinforced Concrete Pavement	203,000	sq.yd.	4.60	933,800.00
Vertical Alternate Flashing Beacons	All	Required		500.00
Removal of Existing Sign Installation	All	Required		100.00
Furnish 8" BP 36# Steel Piling	277	lin.ft.	5.50	1,523.50

Drive Steel Piles	20 only	$ 80.00	$ 1,600.00
Metal Sign Posts	All Required		1,750.00
Wood Sign Posts	All Required		2,700.00
Type "A" Signs in Place	1,868 sq.ft.	7.00	13,076.00
Type "C", "D", "H" and "R" Signs in Place	923 sq.ft.	3.75	3,461.25
Type "E", "F" and "G" Signs in Place	174 sq.ft.	4.00	696.00
Type "K" and "S" Signs in Place	115 sq.ft.	6.00	690.00
Type "P" Signs in Place	11 sq.ft.	4.50	49.50
			$1,916,689.75

Flagging (57½% of Contractors Cost)	All Required	$ 5,000.00
	Subtotal	$1,921,689.75
	10% Engr. & Cont.	192,168.25
	Total	$2,113,858.00

Length of Roadway- - - - - - - - - - - - - -7.149 miles
Length of 9 Structures - - - - - - - - - - -0.125 miles (Exceptions)
Total Length - - - - - - - - - - - - - - - -7.274 miles
Cost of Roadway per mile - - - - - - - - -$295,685.83

Federal Funds- $1,944,000.00
State Funds- 169,858.00
$2,113,858.00

RECEIVED
JUL 15 1965

FOR FILING
I-5-1(44)12
6170

July 14, 1965

The Aetna Casualty & Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

A post-final payment for $1,993.37 will be made to Peter Kiewit Sons' Company on Contract No. 6170 for paving and signing the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County, as soon as the warrant is prepared.

The total amount paid on this contract will be $2,019,905.24, including the post-final payment. Of the total $27,206.02 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Peter Kiewit Sons' Co.
711 East Main Street
Medford, Oregon

C.H. Maison
Attn: John Herr

477 Cottage Street, NE
Salem, Oregon 97301

I-5-1(44)12

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6170

May 27, 1965

08-35.5

Signed by
L. R. Backlund
Admin. Manager

A. L. Parsons, Division Engineer
Salem, Oregon

By:
L. R. Backlund
Administrative Manager

Audit Report No. 13, Item I
L. M. Young's memorandum - 5/19/65

We have reviewed the salvage value established for material stockpiled submitted with Mr. Young's above referenced letter. Our comments are as follows:

I-5-1(37)12, Contract [illegible], Type 1 fence, 640 feet

Salvage value of $28.00 for 640' of Type 1 fence computes a value of .72/rod as compared to average bid price of 6.20/rod. The 10% value assigned to the wire indicates it was not worth salvaging. It is felt that additional support is in order to substantiate this low value. The cost to salvage this wire was $116.37.

I-5-1(43)46, Contract 6172, [illegible]' guard rail, 21 guide posts

The salvage value assigned is acceptable.

I-5-1(44)12, Contract 6170, 120' culvert pipe

The salvage value of $60.00 is reasonable.

I-5-3(30)148, Contract 6122, 60' culvert pipe, 375' guard rail

Salvage value for culvert pipe is reasonable.

Sixteen cents (16¢) lineal foot for salvaged guard rail is low if guard rail was worth salvaging. Usually guard rail is not salvaged unless in good condition. Additional support should be furnished for this low value. Please note that a value of 95¢ for guard rail was assigned on Contract 6172.

I-80N-3(13)70, Contract 6203, 352 guide posts

The value assigned is acceptable.

Please furnish additional information on the items questioned.

[illegible]
[illegible]

RECEIVED
JUL 28 1964
FOR FILING

I 5-1(44)12

( )

July 28, 1964

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

On May 27, 1964, we wrote to you concerning release of final payment on contract #6170, awarded to Peter Kiewit Sons' Co., for paving-signing the North Ashland Interchange-South Ashland Interchange Section of Pacific Highway in Jackson County.

Final payment on this contract is $59,743.58 and the total contract amount is $2,017,911.87, including $27,206.02 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
711 E. Main Street
Medford, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
MAY 27 1964

FOR FILING

J [illegible]

6170

May 27, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed April 13 on Contract No. 6170. The contract was with Peter Kiewit Sons' Company and was for paving and signing on the North Ashland Interchange–South Ashland Interchange Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be presented to you at the Commission meeting on May 28.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: May 8, 1964

SECTION: N. Ashland Int.-S. Ashland Int.

SECTION PREFIX: 615-1001

HIGHWAY: Pacific

COUNTY: Jackson

NAME OF JOB: No. Ashland Int. - So. Ashland Int.

KIND OF WORK: Paving & Signing

CONTRACTOR: Peter Kiewit Sons Company

CONTRACT NUMBER: 6170

FEDERAL AID PROJECT NUMBER: I-5-1(44)12

DATE OF CONTRACT: November 1, 1962

DATE WORK STARTED: November 7, 1962

ESTIMATED COMPLETION DATE: April 13, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 120

WORK DAYS USED: 116

PERCENT OF TIME ELAPSED: 96 2/3

PROJECT AUTHORIZATION: $2,102,568.64

ENGINEERING AUTHORIZATION: $149,517.27

EXCLUSIVE OF ENGINEERING: $1,953,069.37

ENGINEERING COST TO DATE: $137,600.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,011,630.25

PERCENT OF AUTHORIZATION: 92.0%

ESTIMATED PERCENT: OVERRUN UNDERRUN 2.79%

DATE PROJECT WAS COMPLETED: April 13, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
	100	100		100	100	100	PCC 100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.14	7.14		7.14	7.14
MILES PARTIALLY COMPLETED					
MILES COMPLETED	7.14	7.14		7.14	7.14
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Cloudy		
TUESDAY	Cloudy		NOTED JOHN R. OAKES
WEDNESDAY	Clearing		
THURSDAY	Cloudy		CB
FRIDAY	Fair		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project was completed on April 13, 1964.

Semi-final Estimate was completed and subbmitted on May 8, 1964.

This will be final weekly report on this project.

Jack C. McCormick

SIGNED Jack C. McCormick, Resident Engineer

ADDRESS 1685 Highway 66, Ashland, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
FEB 21 1964

6170

February 21, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering construction of Type 2 fence on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6170 in connection with Federal-Aid Project No. I-5-1(44)12.

This work is necessary to fence areas that were not fenced on the grading contract due to conflict with structures and temporary detours. New fence on the paving contract plans did not specify these areas. There are several jogs which require additional corner posts in these areas, in excess of the number of corner posts on which the bid was made.

This work was verbally recommended for approval by the BPR Area Engineer February 18, 1964, on the basis of contract bid price for Type 2 fence for the additional length needed. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

NOT [illegible]
LLOYD F. [illegible]

RECEIVED
JAN 31 1964

6170

January 30, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8, to clean out median drains and 12-inch irrigation conduit on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6170, in connection with Federal-Aid Project No. I-5-1(44)12.

The grading and drainage was completed on a previous contract. Unusually heavy rains have washed the decomposed granite in the median, filling the drainage pipes and irrigation conduit. Cleaning the pipes is necessary to restore proper drainage.

This work was verbally recommended for approval by the BPR Area Engineer, and the field authorized to proceed January 17, 1964, as an emergency measure, to restore drainage. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:er

Enc.

RECEIVED
JAN 29 1964

6170

Salem, Oregon
January 28, 1964

Mr. F. D. Morgan
Construction Engineer
Building

[illegible]

Reference is made to your letter of January 17 regarding closing dates for monthly estimates as the Bureau's auditors have suggested.

It is my opinion we should stand firm on our present procedures. Mr. Porter has suggested that if the Bureau is very insistent on this matter, we offer as an alternate that we not collect from the Bureau the retainage withheld from the contractors, thereby providing a cushion insofar as the Bureau is concerned, against errors in estimating.

Please see what you can do with the Bureau in this regard.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc R. L. Porter

FORM E-30 50M 3-63 45607

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1964

SUBJECT: N. Ashland-S. Ashland Interchange Section
Inspection in Depth
Base Surfacing

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

An inspection in depth of the base surfacing was made on this project on August 28, 29 and 30 and November 21 by the Bureau of Public Roads. They found that the project administration control and record documentation to be very good, but the auditor found a deficiency in procedures for determining quantities for monthly estimates. The deficiency which they uncovered was that an allowance was made for quantities placed between the time that the estimate was made up and actually submitted, so that an over-payment of approximately $14,000 was made. This over-payment was picked up within the next two or three days following the estimate date, but the auditor feels that this practice should be corrected.

The majority of our engineers have been processing estimates in this way for years in that if the estimate is due on the 10th of the month, they will estimate quantities moved up to the 10th of the month although the estimate is prepared from three to five days prior to this date. Actually, we have had little or no trouble on over-payment of items at the semi-final stage due to this practice and in those cases where over-payment has occurred, it has been due to actual errors rather than this practice.

The monthly estimate is just what it says it is, an estimate, and not an actual calculation of quantities and it is felt that our normal procedure of retention will protect us against most minor over-payments. However, to satisfy the Bureau, we can advise our field men that in areas where the estimate is to be submitted on the 5th of the month that the cut off date for quantities will be the 1st and that those that are to be submitted on the 10th the cut off date will be the 5th. If you approve this suggestion, please so advise and we will get the word to the field.

F. D. Morgan
Construction Engineer

By J. F. Putnam

J. F. Putnam
Assistant Construction Engineer

JFP:fp

RECEIVED
JAN 20 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

Porter says to offset not collecting retainage
but leave dates alone.

RECEIVED
JAN 28 1964
FOR FILING

6170

January 27, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7, covering installation of 6-inch perforated metal drain pipe, right of "G" Line Station 198/70 to L^2 206/00 on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6170 in connection with Federal-Aid Project No. I-5-1(44)12.

This pipe is necessary to pick up water which is moving on sandstone. This water comes up in the P.C.C. and A.C. surfacing and in time would cause the surfacing to deteriorate and eventually fail. It is also a traffic hazard in the winter weather as this water freezes, leaving sheets of ice.

This work was verbally recommended for approval by the BPR Area Engineer January 24, 1964. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt
Enc.

[illegible]
JAN 10 1964

FOR FILING

6110

477 Cottage Street N.E.
Salem, Oregon 97301

Mr. Forrest Cooper, State Hwy. Engineer
Salem, Oregon
Attention Mr. L. P. Shaw

January 7, 1964

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.45B Salem, Oregon

Inspection-in-depth - Base Surfacing Phase
Oregon Project I-5-1(64)12, Paving and Signing
North Ashland-South Ashland Section

Transmitted herewith is a copy of the subject inspection-in-depth.

We find that the project administration control and record documentation are very good.

A deficiency found in procedures for determining quantities in the preparation of contractor's progress estimates is noted and corrective action suggested in the auditor's report attached to and forming a part of the subject report. This matter was discussed verbally with the resident engineer.

Please advise what corrective action has been taken or is contemplated in connection with these deficiencies.

Encl.

Original to Young
with attach
1-10-64

NOTED
LLOYD P. SHAW

Form PR-33
(5-2-56)

~~Division~~ Region No. 8

~~District~~ Division Oregon

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

Project No. I-5-1(44)12

Report on Inspection-in-Depth - Base Surfacing Phase

Inspection made by Florian Mills, Area Engineer ~~R. A. Nichols, Asst. Area Engineer~~ and C. C. Pike, Auditor.

Date inspection made Aug. 28, 29, 30 and Nov. 21, 1963.

In company with J. C. McCormick, Resident Engineer.

Time spent: Review of plans, specifications, and project file, 8 hours; travel time, 7 hours; field, 16 hours; field office, 8 hours; write-up, 10 hours.

OREGON INTERSTATE HIGHWAY PROJECT I-5-1(44)12
NORTH ASHLAND INTERCHANGE-SOUTH ASHLAND INTERCHANGE SECTION
PACIFIC HIGHWAY

Description of improvement - Paving & Signing.
Contractor name and address - Peter Kiewit Sons' Co., Omaha, Nebraska.
Award date - November 1, 1962.
Contract amount - $1,863,965.90.
Time allowed - 120 work days.
Time started - November 27, 1962.
Work started - November 7, 1962.
Quality of work - Satisfactory.
Progress of work - Satisfactory.
Time elapsed - 46.7%.
Work completed - 25%.

Roadbed - width 84 to 144 feet O. to O. of shoulders

Type	Type code no.	Net length (Miles)	Base Surfacing		
			Thickness		Width (Feet)
			Edge (inches)	Center (inches)	
P.C. Concrete	7221	7.149	18	12	80&84

Summary and Recommendations:

Administration of the project is very good.

Materials incorporated in the project are adequately controlled by field sampling and testing and the submission of check samples to the central laboratory for testing.

Field personnel are well trained, familiar with the duties assigned and delegated authority in accordance with the duties performed.

Records are in good shape and well documented.

(more)

The resident engineer has complied with the stated operating procedures and Federal regulations except as noted in the attached Auditor's Report No. 64-835-20, dated August 1963. The findings, conclusions, and recommendations cited therein were discussed with the resident engineer. It is suggested that the State take the necessary steps recommended in said attached report to correct these deficiencies in procedures.

Prior to making this inspection both the State's central office and Division office were contacted, and Resident Engineer J. C. McCormick was delegated as the State representative for the inspection.

Inspection Procedures

Inspection procedures consisted of the covering of all phases of the base surfacing operations, questioning the resident engineer, interviewing various members of his crew, including inspectors, test men, weighmen, survey crew members and office personnel, interviewing contractor personnel, taking of record samples and reviewing project records.

Work in Progress at Time of Inspection

Drilling in quarry, crushing and stockpiling 1-1/2"-0 base material, hauling and spot dumping 1-1/2"-0 base material, and processing, laying and rolling 1-1/2"-0 base.

Statement of Findings

The engineer force includes 24 men. The resident engineer has been a resident on a number of projects in this area over the past several years. Key assistants are experienced. From interviews with less experienced personnel, it was determined that they were well trained and familiar with assigned duties and the specifications. Authority is delegated in accordance with the assigned duties.

The AASHO Informational Guide is required reading of all personnel.

Relationship with the contractor and his personnel is good.

The resident engineer's office is located in a State owned building adjacent to the old Pacific Highway approximately one mile north of Medford and approximately nine miles from the beginning of the project.

A review of project records indicated that documentation is good. A laxness in determining allowances to be made for base surfacing materials incorporated in the project on progress estimates was noted and discussed with the resident engineer. This is covered in detail by the Auditor's Report, No. 64-835-20, which is attached and included as a part of this report.

Grading of this section of roadway was done under previous Project I-5-1(35)12.

Base surfacing materials for the portion of the project between Stations 1332+25 and 1406 were obtained from a commercial supplier (M. C. Lininger & Sons, Inc.). This material was produced from a gravel pit located adjacent to the freeway approximately two miles north of the beginning of the project. The base material for the rest of the project (Station 1406 to Station 1716+30.04) is being produced by the contractor from his quarry located adjacent to the Dead Indian county road approximately 3.6 miles easterly from Station 1572.

Material from the commercial supplier's gravel pit was washed, prior to crushing, to remove the unsuitable fine material. Tests, including tests on progress record and final record samples, indicate the materials from this source substantially met specified requirements.

The material in the contractor's quarry is primarily andesite with pockets of cinders and volcanic ash. Most of the andesite meets specified requirements. The unsuitable andesite, volcanic ash and cinders are localized, and avoided during quarrying operations without difficulty. Close inspection of quarrying is made to see that this unsuitable material is avoided. The contractor has been very cooperative in this respect.

Tests on materials from this quarry, including tests on record progress samples, indicate that the material substantially meets specified requirements, except for the 1-1/2"-0 base material produced and stockpiled during the early period of crushing operations. Tests showed a very erratic gradation. The contractor was advised by letter that acceptance of the material would be subject to its meeting specified requirements as shown by tests taken during loading from the stockpile. Since this material is in the bottom of the stockpile and the contractor is producing material in excess of the project requirements, it is not planned to re-process or use this material.

From six to eleven sieve analyses are made per day and from four to five sand equivalent, P.I. and L.L. tests.

A review of field tests indicates the material substantially meets specified requirements. Test results on samples submitted to the central laboratory compare very closely to results obtained in the field testing. Field test reports and central laboratory reports are on file in the resident engineer's office.

Record progress samples show the material substantially meets specified requirements.

The base surfacing had not progressed to the extent that final record samples and measurements could be taken at the time this inspection was started, therefore record samples and measurements have been taken at various times as the base surfacing was completed.

	Final Record Measurements			
	Measured Depth		Specified Depth	
Station	1-1/2"-0 base	3/4"-0 base	1-1/2"-0 base	3/4"-0 base
1334 N.B.	10"	2"	10" Nominal	2" Nominal
1351 N.B.	11"	1"	" "	" "
1379 S.B.	10-3/4"	1-3/4"	" "	" "
1399+50 N.B.	10"	2"	" "	" "
1443 S.B.	9-1/2"	2"	" "	" "
1452 N.B.	10"	2"	" "	" "
1479 S.B.	8-1/2"	Not placed	" "	" "
1506 N.B.	Not taken	2"	" "	" "
1529+50 S.B.	9"	Not placed	" "	" "
1552+50 N.B.	11-1/2"	1-1/2"	" "	" "
1600 N.B.	10-1/2"	2"	" "	" "
1622 S.B.	10-1/2"	2"	" "	" "
1651 N.B.	11"	2"	" "	" "
1675 S.B.	9-1/4"	1-3/4"	" "	" "
1707 N.B.	9-1/2"	Not placed	" "	" "
F 89+50	14"	Not placed	14" Normal	2" Normal

The subgrade was finished to blue top grade stakes and the base surfacing is also finished to grade stakes. The 3/4"-0 base serves as a leveling coarse for truing up the surface of the base.

The base on the shoulders has not received the final shaping, therefore no final measurements of widths have been made.

Fifteen final record samples of the 1-1/2"-0 base have been taken from the roadway. Tests on these samples indicate that some degradation has occurred. Ten of these samples were out of specifications on gradation. Of these ten, three showed an excess passing the 3/4 inch screen, four an excess passing the 3/4 and 1/4 inch screens, two an excess passing the 1/4 inch screen and one deficient in material passing the 1/4 inch screen.

Twelve final record samples of the 3/4"-0 base have been taken and four of these samples failed to meet specified grading. Of these four, two had an excess passing the 3/8 and 1/4 inch screens and two had an excess passing the 1/4 inch screen.

The degradation of these base materials is attributed to the heavy construction traffic on the base after being placed, the necessity of processing two to three times as a result of this traffic and to the compaction equipment.

Compaction of the base is closely controlled by compaction tests taken at approximate 300 foot intervals. Additional lifts of material are not permitted until specified compaction has been obtained. A total of 660 base surfacing compaction tests including retests and check tests had been made at the time of this inspection.

The field laboratory consists of two large trailers furnished by the contractor. One is used for making sieve analysis and is adequately equipped for this work. The other is equipped and used for making sand equivalent, liquid limit, and plasticity tests.

The contractor's quarry equipment includes a 900 C.F.M. compressor, three wagon drills, an 80-D shovel and two rock trucks. The crushing plant includes six units consisting of a 32"x40" jaw, two 4-foot cones, one 5-foot cone and two rolls.

Two D-7 tractors with dozers are used at the crushing plant, one for feeding the jaw crusher and the other on the stockpiles.

A variable number of truck train units are used for hauling the material to the roadway.

The scales for weighing the material were checked and sealed by the State Weights and Measure Division in June 24, 1963. The scales are checked for balance several times daily.

Processing, shaping, watering and compacting of the base is being accomplished by two motor graders, two water trucks, a pneumatic tired roller, vibratory roller and a 3-wheel roller.

Traffic is affected only by the vehicles hauling from the crushing plant to the project and practically no delay is involved.

Although the ratio of time elapsed to the percent of work completed is poor at this time it is considered satisfactory progress at this stage of a paving project.

The following contractor's employees were interviewed for labor compliance:

John O. Davis - Drill operator, stated wage $3.40 per hour with time and one-half for overtime. Minimum specified $3.30 per hour.

Robert A. Canley - Flagman, stated wage $3.10 and had not worked overtime. Minimum specified $3.00 per hour.

These employees are shown accordingly on the payroll.

Attachment: Auditor's Report No. 64-835-20, dated August 1963.

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. A. W. Parsons, Division Engineer September 12, 1963
08-35.1 Salem, Oregon

Through: L. R. Backlund, Administrative Manager

T. N. Lasse, Audit Area Supervisor
08-35.9 Salem, Oregon

Audit Report No. 64-835-20
Inspection-in-Depth - Construction
Base Surfacing Phase: Project I-5-1(44)12
Period: As of August 1963

An inspection-in-depth of the "Base Surfacing Phase" of the subject construction project has been completed in accordance with the guide lines prescribed for field reviews of construction projects, as modified, to satisfy the auditor that the internal control measures are adequate at the project level to establish the validity of costs paid by the State and claimed for Federal participation.

The subject inspection-in-depth included the analysis and review of the following major areas:

(1) Payroll preparation, time keeping and personnel utilization for the month of August 1963.

(2) Sub-contracting amounting to $360,067.20 or 19.32% of the contract.

(3) The preparation of and control measures for recording surfacing materials produced and placed, water records and contractor's monthly pay estimates.

The review was made at the project site in the Medford, Oregon area on August 28-30, 1963 in company with Mr. F. Mills, Bureau Area Engineer and Mr. R. Nichols, Bureau Ass't. Area Engineer.

This review indicated that the State resident engineer has complied with the stated operating procedures and Federal regulations and the operating practices provided adequate control with the following exceptions:

Summary of Significant Findings.

ITEM I - Inadequate procedures and non-compliance with stated procedures, (Section 4.6.9 and 4.9.7 of Manual of Instructions) resulted in an over-payment of $14,008.33 in Item #17 of progress estimate #4.

The details supporting this finding and the related conclusions and recommendations are attached.

The large over allowance for quantities placed was due to an error in the addition of quantities shown on the "Daily Progress Reports" which were used in the preparation of the pay estimate. The "ticket books" had not been totaled and reconciled with the daily reports submitted.

CONCLUSION

The procedures as established by Section 4.6.9 of the Construction Division's "Manual of Instructions" are adequate to control the quantities of material loaded at the source and deposited on roadway. The error in the estimate was caused by the non-compliance with the stated procedures which provided for continuous totals and reconciliations and the non-compliance with the provisions of the last paragraph of Section 4.6.8 which provides "The carbon copies of both sets of tickets (E-82 & E-10) shall be turned in to the resident engineer at end of each shift".

The practice of estimating the quantities for several days in advance for inclusion in the contractor's pay estimate is not provided for in the stated procedures (Section 4.9.7 of Manual of Instructions). This practice could lead to a substantial overpayment which would not necessarily be off-set by subsequent construction. This could result in a substantial loss to the State as well as a false certification by the contractor and State officials on the pay voucher.

Section 4.9.7 of the Manual of Instructions emphasizes that the monthly estimate will be forwarded to the Division Engineer on the estimate closing date. This lack of time allowed for the preparation and submission of the pay estimate promotes "short-cuts" and deviations from established procedures to meet the forwarding date requirements. This is the underlying cause of the error disclosed in this review.

RECOMMENDATIONS

To correct the deficiencies in the procedures which caused the error and overpayment to the contractor it is suggested that the State initiate remedial action as follows:

(1) Through closer supervision of field personnel eliminate "short-cuts" and deviations from established procedures which could adversely affect the integrity and accuracy of the pay estimate.

(2) Modify the provisions of the Manual of Instructions to provide a realistic period of time for the project personnel to prepare and verify the contractor's pay estimate before it is forwarded to the Division office.

Audit Report No. 64-835-20
September 12, 1963

ITEM I

FINDING

Weigh or Load Memo Tickets (Form E-82) showing date, project number (cost prefix), load number, gross weight, truck weight and net weight in pounds are prepared by a State weigh man at the contractor furnished scale located at or near source of material. The original weigh ticket is issued to the truck driver who delivers it to the State checker at site of material placement in roadway.

The State checker verifies net weight on weigh ticket and issues a "Material Receipt" (Form E-10) showing net weight (pay quantity) in pounds, load number, station placed, date, project number (cost prefix) and signature of checker. The contractor retains the original "Material Receipt" for his records and support of pay estimate. The carbon copies of "Material Receipts" are retained by the checker until all receipts in the book are issued at which time the completed book is delivered to the project office (resident engineer).

As a continuous check on material produced and placed the weigh man maintains a memo tabulation of net weights as shown on each Form E-82 and the checker maintains a memo tabulation of weights as shown on each Form E-10. These are compared and reconciled at end of each 10 loads and again at the end of a work shift.

The inspector prepares a "Daily Progress Report" (Form E-238) indicating the quantity of material placed during the work shift or day. This report, together with the "Weigh Tickets", Form E-82, and the "10-load check lists", is delivered to the project office and held until the completed books are turned in by the weigh man and the checker (Forms E-82 and E-10). The completed books are totaled, listed on columnar sheet and accumulative totals entered at end of each 10 books listed. This tabulation is then compared and reconciled with the receipts and reports submitted by the weigh man and inspector. Reconciliation of the ticket books, reports and tabulations can be kept current except for the uncompleted books of tickets currently in use in the field.

Pay estimate No. 4 was for work completed to August 10, 1963. Since the estimate was due in the Division office on the 10th it was prepared as of the 8th and an allowance made for quantities placed was made for the days between the time of estimate preparation and the 10th based on the quantities placed during the last preceeding work days.

Item No. 17 - coarse crushed material in base - allowed 217,000 tons placed as of August 10, 1963. This was 8,004.76 tons in excess of that which was actually placed, which at $1.75 per ton amounted to an overpayment of $14,008.33. However, by August 16, 1963 (Rock Ticket Book No. 69, Ticket No. 449022) the contractor had placed 217,010.98 tons, which off-set the overpayment.

RECEIVED
DEC 27 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 23, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Portland Cement Content of PCC Pavement
N. Ashland-S. Ashland Section
Pacific Highway
Project No. I-5-1(44)12

Dear Sir:

The matter of the cement content of the PCC pavement on this project has been investigated at some length. The reason for the high content is our experience with Bear Creek aggregates on other projects, including the Seven Oaks-Jackson Street and 12th Street-North Ashland sections.

A detailed study of the 12th Street-North Ashland job (I-5-1(37)18) has been made. The project started using a 6.2 sack mix on September 13, 1962. Analysis of the 7-day strengths indicated that the 28-day strengths would be too low, so on September 24, the mix was changed to a 6.8 sack mix. A total of 20 cylinders were cast from the 6.2 sack mix, of which 7 or 35 per cent failed.

The 6.8 sack mix was used until October 5, when the 7-day tests indicated a possible excessive strength. Of the 17 cylinders cast from the 6.8 sack mix, there were no failures in the 28-day tests. The lowest strength from this set was 3410 psi.

On October 5, 1962, the mix was again changed, this time to a 6.5 sack mix, which was used until the end of the paving season on November 20, 1962. Of the 63 cylinders made from the 6.5 sack mix, 14 or 22 per cent, failed to meet the minimum requirement of 3300 psi at 28 days.

When the paving resumed on April 24, 1963, a 6.7 sack mix was used. A total of 34 cylinders were cast and only one of these failed to meet the required 28-day strength.

The paving of the North Ashland-South Ashland project was started on September 12, 1963, using a 6.7 sack mix. In the meantime, a letter was written on the subject by one of our Assistant State Highway Engineers, instructing the use of a minimum of 6.8 sacks of cement per cubic yard when Bear Creek aggregates are used in PCC pavement. This letter, dated September 4, 1963, was based on our experience as noted above for the adjacent project.

On September 17, 1963, the mix was changed to a computed 6.8 sack mix with a ration of 94:140.0:281.1. The actual yield ran consistenly low, which indicated a mix of 6.95 to 7.15 sacks. Of the 40 cylinders cast from this mix, one failure was noted. On October 10, the mix ratio was changed to 94:134.6:328.7, which was still a theoretical 6.8 sack mix, and from which the actual yield closely conformed to the computed yield. A total of 53 cylinders were cast from this mix and one failure was noted.

The contract on this project (I-5-1(44)12), which was let on November 1, 1962, did not change the standard cement content which is 5.8 sacks per cubic yard. This was because of the lead time involved; the specifications for this project were already prepared at the time the first results of the 12th Street-North Ashland job tests were available.

We believe the above information satisfactorily explains the overrun of cement on this project as noted in Price Agreement No. 5 (cement adjustment). Approval of the Price Agreement as submitted on October 25 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

CHB:fp
cc Lloyd Shaw
L. H. Young
G. W. Harra

December 13, 1963

Correspondence re the opening of the Ashland Section of Interstate 5.

SEE: I-5-1(35)12

#5991

RECEIVED
DEC 1 1 1963

FOR FILING

December 9, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the placing of riprap material in Bear Creek channel change, right of Station 1530-1531 on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6170 in connection with Federal-Aid Project No. I-5-1(44)12.

This work is necessary to protect and stabilize the slope of the channel change.

This work was verbally recommended for approval by the BPR Area Engineer and the Field authorized to proceed December 2, 1963 as an emergency measure to prevent erosion of slope. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb
Enc.

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NOV 5 1963

FOR FILING

6170

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1963

SUBJECT: Change of Access Locations
R/W File 31,184 (Ring & Reed)
No. Ashland-So. Ashland Section
Pacific Highway

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request from the property owners for a change in the location of 2 accesses to the Green Springs Highway at the Green Springs Interchange at Ashland. This interchange is on the Pacific Highway at the easterly edge of Ashland.

At the time we purchased a portion of the property involved, we granted two unrestricted accesses. The present request is to relocate the granted accesses to a position about 25 feet easterly of the specified locations. This will place the accesses farther from the intersection of Clover Lane and also farther from the interchange leg connections.

It is our opinion that this will improve the safety of this section of highway and recommend approval of the request. This has been discussed with Mr. Mills and Mr. Martin of the Bureau of Public Roads who both concur in this recommendation.

F. D. Morgan
Construction Engineer

By J F Putnam
J. F. Putnam
Assistant Construction Engineer

CHB:bjm
Attachments

cc: W. T. Wright

NOTED
LLOYD P. SHAW

RECEIVED
OCT 24 1963
STATE

attachments to Morgan
11-5-63

INFORMATION FOR GRANT OR INDENTURE OF ACCESS

OFFICE USE ONLY
FA R/W Proj. No.
FA Const. Proj. No.

Date 9/25/63
File No. 31184
Section **Greensprings Interchange**
Highway **Greensprings**
County **Jackson**

1. Original Grantors: **M A and Annie N Ring; William R and Virgiline J Reed**

2. Present Owners: **R W Voris**

3. Address of Present Owners: 954 **Siskiyou Blvd, Ashland, Oregon**

4. Are deed copies attached which will complete chain of title? **yes**

5. Access Point to be Canceled:

Station	Side of Highway	Width	Use Restriction	Constructed?
313+00	southerly	40'	unrestricted	no
313+70	southerly	40'	unrestricted	no

6. Access Point to be Granted:

Station	Side of Highway	Width	Use Restriction	Constructed?
312+78	southerly	40'	unrestricted	no
313+53	southerly	40'	unrestricted	no

7. Reason for Change of Access: **To better serve the property.**

8. Will change affect safety of use or highway traffic capacity? Explain. **no**

9. Filing fee of $5 is enclosed **x**. Fee is waived ____. Road Approach Permit is attached **yes**.

10. State will construct **no**. Estimate of cost and check in amount of $ **—** attached hereto. Descriptions are attached covering additional right of way to be deeded by owner to the state ______.

RECOMMENDED:

D M S Resident Engineer

Division Engineer

Asst Construction or ~~Maintenance~~ Engineer

APPROVED:

Asst. State Highway Engineer

Title:
BUREAU OF PUBLIC ROADS

Rev. 5/63
Orig. to R/W Engineer

RECEIVED
SEP 26 1963

FOR FILING

September 25, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering the addition of welded wire fabric in the impact panels at structure ends on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6170 in connection with Federal-Aid Project No. I-5-1(44)12.

This work is to furnish information as to the value of additional steel in the impact panels. Impact panels on the Seven Oaks-Jackson Street contract without this steel developed extensive cracking in the upper surface. It is thought that the installation of this welded fabric will control this cracking.

Memo to the Files giving additional information is attached.

This work was verbally approved by the BPR District Engineer September 23, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
SEP 26 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 24, 1963

SUBJECT: Top Reinforcing in Impact Panels
No. Ashland-So. Ashland Paving
Pacific Highway
Contract No. 6170

To: **MEMO TO THE FILES**

An Extra Work Order (#5) has been prepared for the purpose of placing welded wire fabric in the upper portions of the impact (bridge approach) panels on this project. The amount of the order is $360.00.

This matter was discussed with Mr. Morgan, Construction Engineer, and Mr. Martin, BPR District Engineer, and it was decided that this should be made an experimental project to determine whether the top steel is of any value. It was decided that only half the requested extra steel should be placed, and that the steel should be varied to give as wide a variation of conditions as possible.

The variations should be: top steel full width, top steel outside lane only, top steel inside lane only, no top steel; the four variables to be used equally in panels approaching and leaving structures. A record of the placement must be kept and regular inspections and reports must be made on service behavior.

The amount of the Extra Work Order was not changed, but should underrun.

CHBaker

C. H. Baker
Ass't. Field Construction Engineer

LLOYD P. SHAW

CHB:bjm

cc: L. P. Shaw ✓
L. H. Young
L. R. Chandler
A. W. Parsons
I. D. Merchant

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OCT 11 1963
FOR FILING

6170

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Sept. 23, 1963

SUBJECT: **Dead Indian Quarry Material**

To: ~~L. R. Chandler~~
~~Division Engineer~~
~~P. O. Box 1128~~
~~Roseburg, Oregon~~

A list of degradation tests made in the last several months on material from Dead Indian Quarry is as follows:

Lab. No.	Data Sheet No.	P#20	Ht.	Source
626405	A-96195	24.8	2.5	Sec. 6, T39S, R2E, Quarry
626406	"	22.4	1.7	" " " "
626407	"	28.2	1.2	" " " "
626408	"	28.8	8.0	" " " "
626409	"	33.7	9.8	" " " "
628546	A-96197	21.6	1.3	Sec. 6, T39S, R2E, Quarry
628547	"	24.5	2.3	" " " "
628548	"	25.0	3.2	" " " "
638900	A-2531	22.9	1.2	Quarry - Crusher
640327	A-2535	27.7	6.5	" "
641367	A-2537	23.7	2.0	" "
641725	A-2031	48.3	12.1	Quarry, Face
642496	A-2539	30.1	6.8	Quarry - Crusher
643098	A-2541	18.5	2.1	" "
643994	A-2543	18.4	1.8	" "
645161	A-2546	20.5	2.9	" "
646276	A-2548	29.6	3.9	Quarry
648378	A-2606	26.3	2.4	Quarry - Crusher
649107	A-2608	26.3	2.7	" "
649908	A-2609	70.3	13.4	Quarry
649909	A-2610	34.[illegible]	12.6	"
650192	A-97528	16.1	2.6	"
651332	A-2614	30.1	5.2	Quarry - Crusher
654641	A-2615	20.9	2.2	" "
655520	A-98105	55.0	11.9	Quarry
655521	A-98106	31.5	14.3	"
655522	A-98107	39.5	13.6	"
655523	A-98108	36.6	9.9	"
656525	A-6358	19.5	2.3	Cuttings From Drill
656526	A-6359	19.6	2.7	Working Face
658113	A-79191	31.1	4.9	Produced $\frac{1}{4}$ - 0

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

The last three of the listed samples were further tested for resistance to degradation in presence of water after mixing with asphalt. Specimens were molded using identical gradations and an asphalt content of 5.5%. Results of tests are:

Number	Stability		Unconfined Comp.Str.	
	Initial	After 800 cycles at 450 p.s.i. with water	Initial	After soaking in water
656525	42	34	252	168
656526	42	28	244	130
658113	44	2	286	20

Material represented by Laboratory number 656525 appears to be border line but could be used in an asphaltic concrete wearing course with probable acceptable service.

Material represented by Laboratory number 656526 is also border line but will not be servicable in an asphaltic concrete wearing course. With use of a higher asphalt content this material could be used as treated base or lower course asphaltic concrete.

Material represented by Laboratory number 658113 is not suitable for use. Sufficient asphalt could be added to correct susceptibility to degradation at the sacrifice of stability.

It is recommended that acceptability of Dead Indian Quarry material for both asphaltic concrete and base be based on the degradation test with a maximum of 2.5 inches height and 25% passing the #20. Nine of the thirty samples listed above meet this requirement. However, since the frequency of sampling is unknown but probably quite variable, this ratio of good to poor does not mean that 1/3 of the quarry is good. The tests do indicate that there is at least some satisfactory material in the quarry. Since it is doubtfull that good and poor quality can be distinguished by eye, equipment and operator could be borrowed from the Laboratory for testing at the job site provided compressed air and a pressure regulator are available.

Further it is recommended that the gradation of both the base and asphaltic concrete material be kept at the extreme coarse side of the specifications during production in order to prevent excess fines by handling and placing.

Since degradation of the base is due to resilient deflection under load, and resilient deflection is decreased by increased compaction, any means of improving compaction, such as asphalt emulsion in the water, would be benificial.

O. a. White
ROJ
O. A. WHITE
Ass't. Engineer of Materials

OAW:arn

c.c. F. D. Morgan
G. L. Decker
Tom Edwards

RECEIVED
SEP 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-61—15M—8-63

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	N. Ashland Inter.-S. Ashland Intec.	Prefix No.	615-1001
Highway	Pacific	County	Jackson
Contractor	Peter Kiewit Contract No. 6170	F. A. Project No.	I-5-1(44)12
Submitted by	V. Lugnet	Date Reported	Sept. 24, 1963

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Dead Indian Quarry, (Cuttings from Wagon Drill upper level)

		Sampled at	Quarry
To be used	Pavement - Class "B" A/C	Date received	Sept. 11, 1963
Sampled by	V. Lugnet	Quantity represented	

TEST RESULTS

Laboratory No.	656525	Type of material	Drill Tailings
Data Sheet No.	A-6358	Screen opening Square	

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)	2.86	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	Insuff. Mat'l.	
Asphalt stripping: Natural fines		
Manufactured fines	Poor	
Plasticity index: Natural fines		%
Manufactured fines	0	%
Liquid limit: Natural fines		%
Manufactured fines	20	%
Fracture		%
Sand equivalent		
Oregon air degradation: Pass No. 20	19.51	%
Height	2.3	in.
Date Sampled	Sept. 10, 1963	

RECOMMENDATIONS

Material as represented by this sample .... suitable for use. Tests on Bituminous Mixture indicates borderline but suitable material.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Chandler
x Resident Engineer McCormick
Dist. Maint. Supt.
Foreman
x Geology and Soils
x Files
x Van Cleave

Engineer of Materials

State Printing 52506

Form E-61—15M—8-62

EGON STATE HIGHWAY DEPARTM NT
Materials Division

Laboratory Report

Project	N. Ashland Inter.-S. Ashland Inter.	Prefix No.	615-1001
Highway	Pacific	County	Jackson
Contractor	Peter Kiewit Contract No. 6170	F. A. Project No.	I-5-1(44)12
Submitted by	V. Lugnet	Date Reported	Sept. 24, 1963

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Dead Indian Quarry, (Working face of Sept. 10, 1963)	Sampled at	Quarry
To be used	Pavement - Class "B" A/C	Date received	Sept. 11, 1963
Sampled by	V. Lugnet	Quantity represented	

TEST RESULTS

Laboratory No. 656526
Data Sheet No. A-6359
Type of material Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	12.7	
Specific gravity (Le Chatelier)	2.79	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	4.1	
Asphalt stripping: Natural fines		
Manufactured fines	Poor	
Plasticity index: Natural fines		%
Manufactured fines	4	%
Liquid limit: Natural fines		%
Manufactured fines	29	%
Fracture		%
Sand equivalent		
Oregon air degradation: Pass No. 20	19.61	%
Height	2.7	in.

Date Sampled

RECOMMENDATIONS

Material as represented by this sample .... suitable for use. Tests on Bituminous Mixture indicates material borderline.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Chandler
x Resident Engineer McCormick
Dist. Maint. Supt.
Foreman
x Geology and Soils
x Files
x Van Cleave

Engineer of Materials

State Printing 52506

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AUG 1 - 1963

FOR FILING

July 31, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering temporary signs and barricades on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6170 in connection with Federal-Aid Project No. I-5-1(44)12.

This work is necessary to detour traffic over the "P" line during regrading of the main roadway. This detour was not considered in the plans.

This work was verbally approved by the BPR District Engineer July 19, 1963, and the Field authorized to proceed as an emergency measure to expedite construction. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb
Enc.

RECEIVED
JUL 26 1963
FOR FILING

July 25, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering drainage correction on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6170 in connection with Federal-Aid Project No. I-5-1(44)12.

This work is necessary to correct conditions which became apparent after drainage work was completed under the grading project. The drainage was installed in accordance with the plans.

Copies of our Resident and Assistant Division Engineer's letters in fuller explanation are attached. The work was verbally approved by the BPR District Engineer July 19, 1963. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
JUL 26 1963
FOR FILING

[illegible]

6170

July 25, 1963

Mr. Ivan W. Breunsbach
District Manager
Peter Kiewit Sons' Company
Post Office Box 1777
Vancouver, Washington

Dear Mr. Breunsbach:

Enclosed is a copy of a letter from the Koehring Company, addressed to Mr. Forrest Cooper, State Highway Engineer, in which the company is soliciting the use of a slip form paver on an experimental paving project. A copy of our reply, which I think is self-explanatory, is also enclosed.

While this Department is not initiating this proposition, we would offer no objection to a 1/2-mile experiment provided formal Bureau of Public Roads approval could be received and assuming, of course, that the Koehring Company could make satisfactory arrangements with your company.

We do not intend to push this matter, but simply wish to advise that we have no objection to it if you and the Koehring Company can reach a mutually satisfactory understanding.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
enc.
cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw

July 25, 1963

Mr. J. E. Chadwick
Marketing Manager, National Accounts
Koehring Company
1701 West Wisconsin Avenue
Milwaukee 1, Wisconsin

Dear Mr. Chadwick:

Reference is made to your July 17 inquiry concerning the possibility of using a slip form paver on an Oregon project on an experimental basis.

Oregon's specifications do not permit the slip form method but this Department would offer no objection to the experimental use of such a device on a 1/2-mile section. We have discussed this matter with the Federal Bureau of Public Roads and while we do not have official approval, the Bureau has indicated that it would concur. The most practicable project in this state would be what is known as the North Ashland-South Ashland Section of Interstate Route 5 (the Pacific Highway) in Jackson County. This is a short distance north of the California border in the western part of the state. The contractor is Peter Kiewit Sons' Company, whose address is Post Office Box 1777, Vancouver, Washington.

Oregon's approval of this matter would be with the understanding that neither the State nor the Federal Government would be put to additional expense and that the pavement constructed with the experimental device would meet Oregon's specifications in all respects. For your information, we are enclosing a portion of the contract plans of this project and if you wish to pursue the matter further, we could supply you with a set of the specifications. We do not know exactly when paving will start on this project, but it will probably be at least six weeks.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc: Bureau of Public Roads
Peter Kiewit Sons' Co.
Mr. Forrest Cooper
Mr. L. P. Shaw
Mr. F. D. Morgan

RLP:mo
enc.

copy of Koehring Co. letter att. to all copies

RECEIVED
JUL 22 1963
FOR FILING

July 22, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering the excavation and backfill of soft areas in the subgrade on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6170 in connection with Federal-Aid Project No. I-5-1(44)12.

This work is necessary to stabilize the grade prior to placing base rock. Backfilling will be paid at contract items. If and where conditions warrant perforated drains will be placed, but only in critical areas.

This work has been verbally approved by the BPR Division Engineer and the Field authorized to proceed July 12, 1963. Your approval to include that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

DBP:pal

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JUN 26 1963
FOR FILING

477 Cottage Street St. NE
Salem, Oregon

May 29, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Sign Changes, Oregon Project I-5-1(44)12
N. Ashland-S. Ashland Section, Pacific Highway

The proposed sign changes shown on revised plan sheet T.E.D. No. S-228 forwarded to this office by letter dated May 27, 1963 are approved.

It is understood that any reductions in contract costs due to these changes will accrue to the Government in proportion to the amount of Federal participation involved.

NOTED
LLOYD P. SHAW

NOTED
R. L. PORTER

Original to Young
5-31-63
m

RECEIVED
MAY 10 1963

FORM E-30X—90M—5-62 43909

FOR FILING

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6170

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
May 6, 1963

SUBJECT: Signing
N. Ashland Inchg.-S. Ashland
Inchg. Section
Pacific Highway
Contract No. 6170

To: F. D. Morgan
Construction Engineer
BUILDING

This letter is to act as a follow-up to Mr. Head's letter of February 7, 1963 regarding the elimination of the message "St." from signs No. 3, 5, 6, and 8 at the Green Springs Interchange T.E.D. Drawing S-228 on the above named section. In addition, "St." should also be eliminated from signs 10 and 13 at this same Interchange.

The attached copies of T.E.D. Drawing No. S-228 have been brought up to date and include these revisions.

Would you please arrange to have these revisions made. No additional costs are anticipated.

Original Signed by
F. B. CRANDALL
F. B. Crandall
Traffic Engineer

Attachments
DRA:jv
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
MAY 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 29 1963
FOR FILING

617

477 Cottage Street, N.E.
Salem, Oregon

March 28, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project I-5-1(44)12
N. Ashland-S. Ashland Section,
Pacific Highway

We hereby concur in your proposed plan to permit the contractor on the subject project controlled access to and from the Interstate Highway at his materials source.

RECEIVED
MAR 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Morgan
3-29-63

RECEIVED
MAR 29 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-5-1(44)12

C-100

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 26, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: North Ashland-South Ashland
Paving Contract

Dear Sir:

The contractor on the subject project has advised us that he will be obtaining surfacing materials from the DeYoung pit located westerly of Station 1225 of the 12th Street-North Ashland project.

As this 12th Street-North Ashland project is anticipated to be complete and in use sometime this summer, the contractor on the North Ashland-South Ashland job will have to enter upon the freeway. This department has approved access to the freeway and a traffic pattern as indicated on the attached sketch. It will be necessary for the contractor to enter the freeway under flagman control, proceed south to the North Ashland Interchange, leaving the freeway again by flagman control and enter onto his own project. The return trip will have to be accomplished by entering the freeway at the North Ashland Interchange with flag control, proceeding to the Valley View Interchange where he will reverse his direction and leave the freeway at the DeYoung pit.

All movements will be of a right turn nature and no crossing of the median area will be allowed. All trucks utilizing the existing pavement will be of legal weight.

May we have your concurrence in this plan.

Very truly yours,

Forrest Cooper
State Highway Engineer

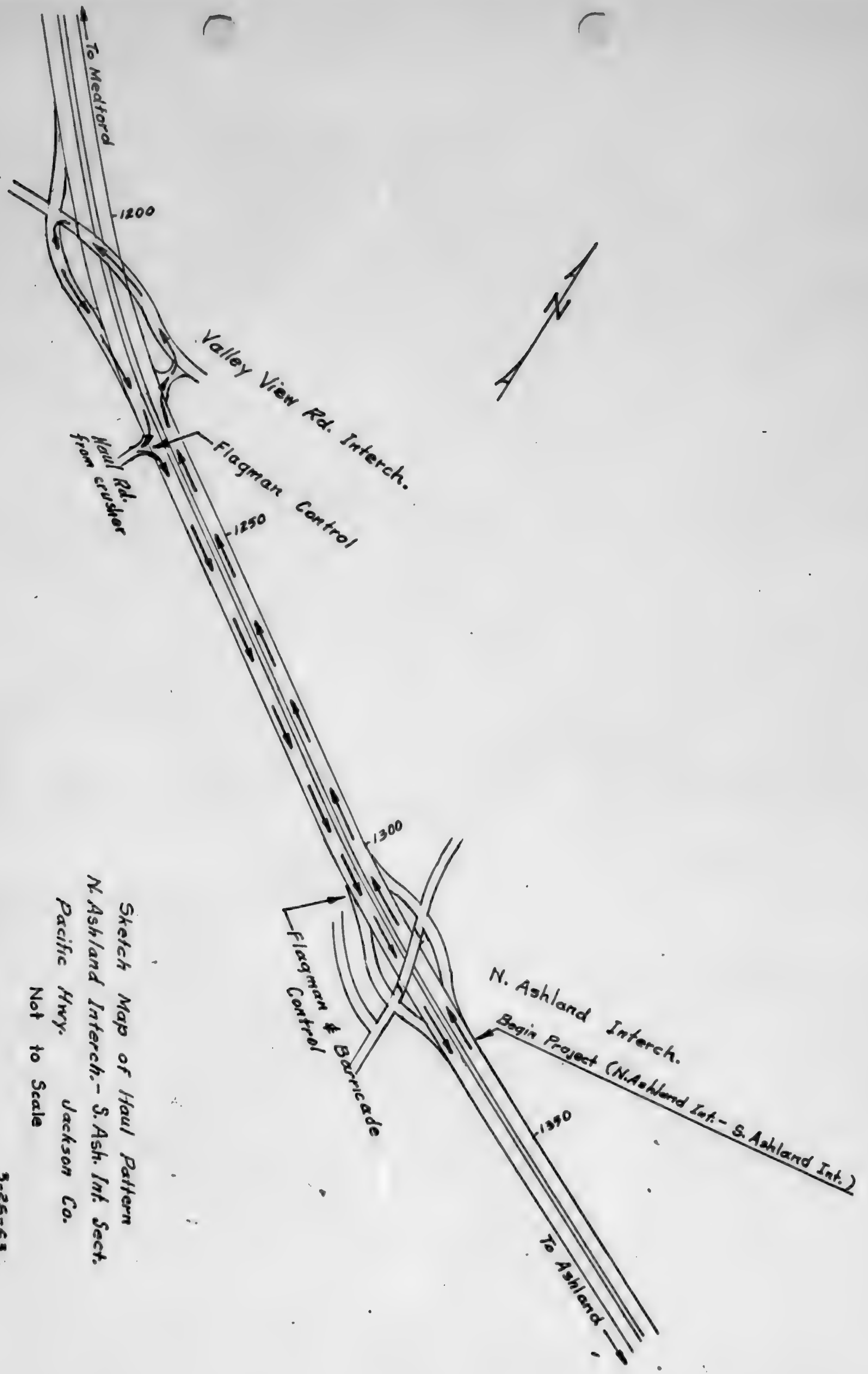
By

F. D. Morgan
Construction Engineer

Attach.
JFP:bjh:fp

cc L. P. Shaw
L. R. Chandler

RECEIVED
MAR 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER



Sketch Map of Haul Pattern
N. Ashland Interch. - S. Ash. Int. Sect.
Pacific Hwy. Jackson Co.
Not to Scale

3-26-63

RECEIVED
FEB 14 1963

FORM 2-30X—50M—3-62 [illegible]

FOR FILING

[illegible]
6170

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
February 7, 1963

To:

F. D. Morgan
Construction Engineer
OFFICE

SUBJECT: Proposed Sign Changes
North Ashland Interchange - South
Ashland Interchange - Pacific Highway
Contract No. 6170

Mr. Edwards and the City of Ashland have approved certain changes in the signing at the Green Springs Highway Interchange on the above contract.

The work to be done consists of the removal of the "ST." on Ashland Street on Signs 3, 5, 6 and 8 on Drawing 5228 and the respacing of the word "Ashland" so that it is centered on the sign.

Will you please arrange to have this work done.

J. Al. Head
Assistant Traffic Engineer

VPJ:pk
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
FEB 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 17 1963
FOR FILING

6170

January 16, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the North Ashland Interchange Section of the Pacific Highway in Jackson County, Contract No. 6170, in connection with Federal-Aid Project No. I-5-1(44)12.

The amount of $5,000 is included in the Project Authorization to cover this work.

Very truly yours,

Forrest Cooper
State Highway

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
DEC 10 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 7, 1962

NOTED

A. W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage St., NE
Salem, Oregon

Subject: 12th St.-N.Ashland Interchange
F.A. No. I-5-1(37)18
N.Ashland Inter.-S.Ashland Inter.
F.A. No. I-5-1(44)12

Dear Sir:

Reference grading specifications for 1½"-¾" coarse aggregate for concrete pavement subject projects. The 12th St.-North Ashland Interchange section was contracted under our old grading specification which specified 25 to 50 percent retained on the 1 inch. The North Ashland Interchange-South Ashland Interchange section was contracted under the revised specification of Sept. 1962 which calls for 25 to 60 percent retention on the one inch.

The aggregate producer, Peter Kiewit & Sons, is now preparing, in the same operation, aggregates to complete the 12th St.-North Ashland section and for the North Ashland-South Ashland job. Since the pertinent specifications are in conflict, it is requested that our revised specification of Sept. 1962 be made applicable to the uncompleted portion of the 12th St.-North Ashland Interchange section.

If this request is granted aggregate preparation would be simplified, so no additional claim by the contractor should be anticipated.

Very truly yours,

G. W. Harra
G. W. HARRA
Engineer of Materials

GWH:arn

c.c. Rod Porter
F. D. Morgan
Tom Edwards
L. H. Young
L. R. Chandler

FORM E-30 50M 11-58 15890

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 30, 1962
Salem, Oregon

SUBJECT: Asphaltic Concrete
12th St. - N. Ashland Interchange
and N. Ashland - S. Ashland Projects

To:

L. R. Chandler
Division Engineer
Roseburg, Oregon

Aggregates for asphaltic concrete laid in the Medford area during the last year have been produced from three different sources, one Rogue River material and two Bear Creek. The Rogue River material is good quality, it does not show appreciable degradation by test and has satisfactory gradation in the fine fraction. From the start of paving mixture production until November 5, asphaltic concrete for the 12th St.-N. Ashland Interchange project was made of Rogue River material and all samples met gradation specifications in the fine fraction.

Bear Creek aggregates contain a natural fine material which is not good quality. Consequently this aggregate is washed prior to crushing which necessitates the manufacture of nearly all the required passing #80 material. Further, Bear Creek aggregate is susceptible to degradation by attrition which results in fine material being produced in the drying, screening, and mixing process in the paving plant. At the start of production from Bell Pit (Seven Oaks-Medford) it was required that sufficient passing #80 material be manufactured in the crushing operation to meet the final product requirements. Samples of the pavement mixture indicated considerable passing #80 was being made in the paving plant. The quantity required to be made in the crushing plant was therefor reduced below that which would calculate to be sufficient in the final product.

DeYoung Pit, which is the present source of aggregate for subject projects, shown somewhat less degradation by attrition than Bell Pit and also considerable variation throughout the pit. There was some question then as to how much passing #80 would be produced in the paving plant when DeYoung pit material was used. For quality reasons the quantity of the passing #80 must be kept at a minimum. Consequently the DeYoung pit ½-0 aggregate was recommended as suitable for use provided sufficient passing #80 resulted in the final product.

NOTED
TOM EDWARDS

Production of asphaltic concrete with DeYoung material began about November 5. The first samples were all deficient of passing #200 material. Since the start changes have continually been made in the plant operation and mix proportions. The last ten samples show four to be deficient of passing #200. Further changes are being made as of this date. Should these changes prove not sucessful in obtaining the minimum 3% passing #200, a fine sand or cement will be required prior to production of the approximate remaining 30,000 tons.

Since the objective is to obtain the minimum 3% dust without exceeding the # 10 to #40, and since the feed proportions are continually being changed in an effort to fulfill the objective, there is no job mix and there is no intent to arbitrarily supply a fictitious job mix.

OA White
O. A. White
Ass't. Engineer of Materials

cc: Edwards
Morgan
Chandler
Haller
Delany

RECEIVED
DEC 3 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 2 1962
FOR FILING

6110

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 2, 1962

Peter Kiewit Sons' Co.
711 E. Main St.
Medford, Oregon

Gentlemen:

The State Highway Commission on November 1, 1962 awarded to you State Highway Contract No. 6170 for the following project:

Paving and signing of the N. Ashland Interchange-S. Ashland Interchange Section of Pacific Highway in Jackson County.

This award was based on your low bid of $1,863,965.90 which was submitted to the Commission on October 30, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

al
cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 1, 1962

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-1(44)12
North Ashland Interchange-South Ashland Interchange
Pacific Highway (Paving)

As requested in Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur, as of this date, in award of Contract No. 6170 to Peter Kiewit Sons Company of Omaha, Nebraska, low bidder in the amount of $1,863,965.90 at the October 30, 1962 bid opening.

original To Young
11-9-62

NOV 7 1962

RECEIVED
OCT 10 1962
FOR FILING
I-5-1 (44)1

6170

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 8, 1962

By:
M. E. Martin
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-0

Oregon Project I-5-1(44)12
N. Ashland Interchange-S. Ashland Interchange Section
Paving and Signing

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Holt's October 5, 1962 letter.

original To Young
10-10-62

NOTED
[illegible]

I-5-1(42) Large Strs. - N. Ashland 1962
12 Interch.-S. Ashland Interch.
4171 Sec., Pacific Hwy.

RECEIVED
JAN 27 1964
FOR FILING

6171

January 27, 1964

Federal Insurance Co.,
Bonding Department
417 Norton Bldg.,
Seattle 4, Washington

Gentlemen:

On August 21, 1963, we wrote to you concerning release of final payment on contract #6171, awarded to Tom Lillebo Const. Co., for 3 structures on the N. Ashland-S. Ashland Interchange Section of Pacific Highway in Jackson County.

Final payment on this contract is $14,417.85 and the total contract amount is $268,592.94. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

DC

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co.,
603 Panama Bldg.,
Portland 4, Oregon

cc: Tom Lillebo Const. Co.,
Box 365
Reedsport, Oregon

cc: C. H. Maisen
Attn.: John Herr

RECEIVED
AUG 20 1963
FOR FILING

6171

August 19, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed July 18 on Contract No. 6171. The contract was with the Tom Lillebo Construction Company and was for work on the North Ashland Interchange-South Ashland Interchange Section structures on the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 19, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
DEC 10 1962
FOR FILING

Fo Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 12 56	FO PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
		COUNTY Jackson
PROJECT REPORT NO. 4 61-91		PROJECT NO. I-5-1(42)12

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99   1 mile N. Ashland South 7 miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10/8/62	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 308,269.00	$ 283,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
Asst State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX By A. W. Parsons
(Division Engineer)
LRBacklund
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer December 6, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal Aid
Project No. I-5-1(42)12

NORTH ASHLAND INTERCHANGE-SOUTH ASHLAND INTERCHANGE SECTION (STRUCTURES) ON THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 19, 1962

Type Code X781
Butler Creek Road U'Xing (Br. 8736)(Sta. 1340+82.80)(Contract 6171)

Shoring, Cribbing, etc.	All Required		$ 1,000.00
Structural Excavation	220 cu.yd.	$ 5.00	1,100.00
Structural Excavation Below Elevation Shown	30 cu.yd.	15.00	450.00
Furnish Treated Timber Piling	1,280 lin.ft.	1.45	1,856.00
Furnish 10" BP 42# Steel Piling	610 lin.ft.	4.25	2,592.50
Drive Timber Piling	64 only	37.00	2,368.00
Drive Steel Piles	11 only	65.00	715.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (364 cu.yd.)	All Required		24,700.00
50' to 55' Type III Prestressed Beams	4 only	1,075.00	4,300.00
70' to 75' Type III Prestressed Beams	15 only	1,470.00	22,050.00
Metal Reinforcement (61,500 lbs.)	All Required		7,500.00
Preparation of Slopes	280 sq.yd.	1.75	490.00
Concrete Slab Riprap	280 sq.yd.	9.25	2,590.00
8-Inch Metal Drain Pipe	130 lin.ft.	3.00	390.00
6-Inch Standard Steel Pipe	70 lin.ft.	12.00	840.00
			$ 73,041.50

Type Code X721
East Main Street U'Xing (Br. 8743)(Sta. 1541+28.03)(Contract 6171)

Shoring, Cribbing, etc.	All Required		$ 2,350.00
Structural Excavation	370 cu.yd.	$ 7.00	2,590.00
Structural Excavation Below Elevation Shown	50 cu.yd.	10.00	500.00
Furnish 10" BP 42# Steel Piling	175 lin.ft.	4.25	743.75
Drive Steel Piles	5 only	80.00	400.00
Splice Steel Piles	1 only	50.00	50.00
Class "A" Concrete (1,020 cu.yd.)	All Required		75,400.00

Metal Reinforcement (271,000 lbs.)	All Required		$ 34,150.00
Preparation of Slopes	600 sq.yd.	$ 1.75	1,050.00
Concrete Slab Riprap	600 sq.yd.	9.25	5,550.00
8-Inch Metal Drain Pipe	100 lin.ft.	3.00	300.00
6-Inch Standard Steel Pipe	60 lin.ft.	12.00	720.00
			$ 123,803.75

Type Code X721
South Ashland Interchange (Br. 8749)(Sta. 1693+07.19)(Contract 6171)

Shoring, Cribbing, etc.	All Required		$ 3,800.00
Structural Excavation	400 cu.yd.	$ 5.00	2,000.00
Structural Excavation Below Elevation Shown	80 cu.yd.	12.00	960.00
Furnish 10" BP 42# Steel Piling	240 lin.ft.	4.25	1,020.00
Drive Steel Piles	8 only	65.00	520.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (670 cu.yd.)	All Required		48,200.00
Metal Reinforcement (174,000 lb.)	All Required		21,800.00
Preparation of Slopes	330 sq.yd.	1.75	577.50
Concrete Slab Riprap	330 sq.yd.	9.25	3,052.50
6-Inch Standard Steel Pipe	65 lin.ft.	13.00	845.00
8-Inch Standard Steel Pipe	35 lin.ft.	15.00	525.00
			$ 83,400.00

Subtotal	$ 280,245.25
10% Engr. & Cont.	28,023.75
Total	$ 308,269.00

Length of 3 Structures- - - - - - - - - - -0.000 miles

Federal Funds- -	$ 283,000.00
State Funds- -	$ 25,269.00
	$ 308,269.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-1(42)12

NORTH ASHLAND INTERCHANGE-SOUTH ASHLAND INTERCHANGE SECTION

(STRUCTURES) ON THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 24, 1962

Type Code X781
Butler Creek Road U'xing (Br. 8736)(Sta. 1340+82.80)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	220 cu.yd.	$ 6.00	1,320.00
Structural Excavation Below Elevation Shown	30 cu.yd.	10.00	300.00
Furnish Treated Timber Piling	1,280 lin.ft.	1.60	2,048.00
Furnish 10" HP 42# Steel Piling	610 lin.ft.	6.00	3,660.00
Drive Timber Piling	64 only	55.00	3,520.00
Drive Steel Piles	11 only	60.00	660.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (364 cu.yd. $75.00)	All Required		27,300.00
50' to 55' Type III Prestressed Beams	4 only	1,050.00	4,200.00
70' to 75' Type III Prestressed Beams	15 only	1,500.00	22,500.00
Metal Reinforcement (61,500 lbs. $0.14)	All Required		8,610.00
Preparation of Slopes	280 sq.yd.	1.50	420.00
Concrete Slab Riprap	280 sq.yd.	5.50	1,540.00
8-inch Metal Drain Pipe	130 lin.ft.	4.00	520.00
6-inch Standard Steel Pipe	70 lin.ft.	12.00	840.00
			$ 79,518.00

Type Code X721
East Main Street U'xing (Br. 8743)(Sta. 1541+28.03)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	370 cu.yd.	$ 6.00	2,220.00
Structural Excavation Below Elevation Shown	50 cu.yd.	12.00	600.00
Furnish 10" HP 42# Steel Piling	175 lin.ft.	6.00	1,050.00
Drive Steel Piles	5 only	120.00	600.00
Splice Steel Piles	1 only	50.00	50.00
Class "A" Concrete (1,020 cu.yd. $75)	All Required		76,500.00
Metal Reinforcement (271,000 lb. ($0.135)	All Required		36,585.00

Preparation of Slopes	600 sq.yd.	$ 1.50	$ 900.00
Concrete Slab Riprap	600 sq.yd.	5.50	3,300.00
8-inch Metal Drain Pipe	100 lin.ft.	4.00	400.00
6-inch Standard Steel Pipe	60 lin.ft.	12.00	720.00
			$127,925.00

Type Code X721
South Ashland Interchange (Br. 8749)(Sta. 1693+07.19)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	400 cu.yd.	$ 8.00	3,200.00
Structural Excavation Below Elevation Shown	80 cu.yd.	15.00	1,200.00
Furnish 10" BP 42# Steel Piling	240 lin.ft.	5.00	1,200.00
Drive Steel Piles	8 only	100.00	800.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (670 cu.yd. $75.00)	All Required		50,250.00
Metal Reinforcement (174,000 lbs. $0.135)	All Required		23,490.00
Preparation of Slopes	330 sq.yd.	1.50	495.00
Concrete Slab Riprap	330 sq.yd.	5.50	1,815.00
6-inch Standard Steel Pipe	65 lin.ft.	12.00	780.00
8-inch Standard Steel Pipe	35 lin.ft.	13.00	455.00
			$ 93,765.00
	Subtotal		$301,208.00
	10% Engr. & Cont.		30,120.00
	Total		$331,328.00

Length of 3 Structures- - - - - - - - - - - 0.000 miles

Federal Funds- -	$304,000.00
State Funds- -	27,328.00
	$331,328.00

N. ASHLAND INTERCHANGE-S. ASHLAND INTERCHANGE SECTION

PROJECT NO. I-5-1(42)12

Prestressed Beam Quantities

50' to 55' Beams

Overhead			$ 150.00
Class "A-A" Concrete	8.1 cu.yd.	$ 68.00	550.80
Metal Reinforcement	947 lbs.	0.125	118.38
Prestress Steel	519 lbs.	0.40	207.60
			$ 1,026.78

70' to 75' Beams

Overhead			$ 150.00
Class "A-A" Concrete	11.2 cu.yd.	$ 68.00	761.60
Metal Reinforcement	1,173 lbs.	0.125	146.63
Prestress Steel	1,118 lbs.	0.40	447.20
			$ 1,505.43

RECEIVED
FORM E-129X 30M 9-62
23 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-5-1(42)12

6171

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 21, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Re: N. Ashland-S. Ashland Interchange
Three Structures
Contract No. 6171
FAP No. I-5-1(42)12

Dear Sir:

Tom Lillebo Construction Company began work on the Butler Creek Road Structure, Bridge No. 8736, of the N. Ashland Interchange-S. Ashland Interchange structures project on the Pacific Highway in Jackson County, Contract No. 6171, FAP No. I-5-1(42)12, on October 31, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query
J. W. Nash
D. B. Parkes
L. H. Young
C. H. Maison

NOTED
FLOYD QUERY

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 9, 1962, 19

Section N. Ashland Intch -S. Ashland Intch.

Kind of work Paving and Sighning

Highway Pacific County Jackson

Section prefix 615-1001

Contractor Peter Kiewit Sons Co.

Contract number 6171

Date of contract ...., 19

Specified work days 120

Date work started November 7, 1962

Work days used 0

Project authorization $

Exclusive of engineering $

Per cent of time elapsed 0 %

Estimated cost of completed project, exclusive of engineering $

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost %

Engineering authorization $

Engineering cost to date $ 200.00, %

Date project was completed ...., 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
0	0	0	0	0	0	2%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contracter started crushing P.C.C. aggregates for project on wednesday of this week. Crusher located at Ball Pit near Central Point on Bear Creek. Contract has not been awarded as of this date.

NOTED
R. L. PORTER

CONSTRUCTION DIVISION
RECEIVED
NOV 13 1962
NOTED ☐ CE ☐ ACE ☐ ACE ☐ ☐ CCE

CB

NOTED
JOHN R. OAKES

Signed Jack C. McCormick
Jack C. McCormick

Address 2692 N. Pacific Hwy. Medford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.14	714	Crusher	7.14	7.14
Miles partially completed	0	0		0	0
Miles completed	0	0		0	0
Total estimated quantities (contract)	33,800	340,500			
Total quantities corrected to date	33,800	340,500			
Estimated quantities moved or placed to date	0	0			
Average daily quantities	0	0			
Average daily quantities necessary to complete project on time	0	0			
Number shifts per day	0	0	1		
Hours per shift	0	0	~~1~~ 8		
Average force on project for week	0	0	~~8~~ 18		

Men	14
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	3
Men and tractors	

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers 3, Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday	Fair	0	
Thursday	Fair	0	
Friday	Rain	0	
Saturday			

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH J. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

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NOV 2 1962
FOR FILES

[illegible]

6171

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 2, 1962

Tom Lillebo Construction Co.
P. O. Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission on November 1, 1962 awarded to you State Highway Contract No. 6171 for the following project:

Construction of three structures on N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County.

This award was based on your low bid of $280,345.35 which was submitted to the Commission on October 30, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

al
cc: Frank Morgan
L. H. Young
R. C. Savage (SIAC)
I. D. Merchant

6171

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 1, 1962

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-1(42)12
North Ashland Interchange-South Ashland Interchange
Pacific Highway (Three Structures)

As requested in Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur, as of this date, in award of Contract No. 6171 to Tom Lillebo Construction Company of Reedsport, Oregon, low bidder in the amount of $280,245.25 at the October 30, 1962 bid opening.

original To Young
copy To Merchant
11-9-62

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OCT 10 1962
FOR FILING
I 5-1 (42) 12
0171

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 8, 1962

By:
M. E. Martin
District Engineer

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-1(42)12
N. Ashland Interchange-S. Ashland Interchange Section
(3 structures)

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Holt's October 5, 1962 letter.

Original To Young
10-10-62

NOTED
R. L. PORTER

I-5-1(43) Valley of the Rogue Park In- 1962
46 terch. Sec., Pacific Hwy. (Grad.,
172 Pav., Rdside Improve. & Sign.)

[illegible]

477 Cottage Street, NE
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 27, 1965

6172

08-35.5

Original signed by
L. R. [illegible]
Admin. Manager

A. W. Parsons, Division Engineer
Salem, Oregon

By:
L. R. [illegible]
Administrative Manager

Audit Report No. 13, Item I
L. N. Young's memorandum - 5/19/65

We have reviewed the salvage value established for material stockpiled submitted with Mr. Young's above referenced letter. Our comments are as follows:

I-5-1(37)12, Contract [illegible], Type 1 fence, 640 feet

Salvage value of $23.00 for 640' of Type 1 fence computes a value of .72/rod as compared to average bid price of 6.20/rod. The 10% value assigned to the wire indicates it was not worth salvaging. It is felt that additional support is in order to substantiate this low value. The cost to salvage this wire was $116.37.

I-5-1(43)46, Contract 6172, [illegible]' guard rail, 21 guide posts

The salvage value assigned is acceptable.

I-5-1(44)12, Contract 6170, 120' culvert pipe

The salvage value of $60.00 is reasonable.

I-5-3(30)140, Contract 6122, 60' culvert pipe, 375' guard rail

Salvage value for culvert pipe is reasonable.

Sixteen cents (16¢) lineal foot for salvaged guard rail is low if guard rail was worth salvaging. Usually guard rail is not salvaged unless in good condition. Additional support should be furnished for this low value. Please note that a value of 95¢ for guard rail was assigned on Contract 6172.

I-80N-3(12)70, Contract 6203, 352 guide posts

The value assigned is acceptable.

Please furnish additional information on the items questioned.

[illegible]

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7-1(a)

6172

August 18, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract #6172 awarded to Southern Oregon Crushing Co., for grading-paving-signing-roadside improvement on the Valley of the Rogue Park Interchange Section of Pacific Highway in Jackson County, was completed on February 27, 1964, and accepted by the Highway Commission on August 14, 1964.

Final payment, in the amount of $6,447.80 will be released to the contractor after August 25, 1964. The total contract amount is $152,750.68 including $67.18 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Southern Oregon Crushing Co.,
P. O. Box 246
Medford, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
AUG 1 8 1964
FOR FILING

[illegible]

6172

August 14, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed February 27 on Contract No. 6172. The contract was with Southern Oregon Crushing Company and was for grading, paving, roadside improvement, and signing on the Valley of the Rogue Park Interchange Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 14, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It as assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: May 9, 1964

SECTION: Valley of the Rogue Park Interchange

SECTION PREFIX: 615-1003

HIGHWAY: Pacific

COUNTY: Jackson

NAME OF JOB: Valley of the Rogue Park Interchange

KIND OF WORK: Grading, Paving, Roadside Improvement & Signing

CONTRACTOR: Southern Oregon Crushing Co.

CONTRACT NUMBER: 6172

FEDERAL AID PROJECT NUMBER: I-5-1(43)46

DATE OF CONTRACT: November 1, 1962

DATE WORK STARTED: December 10, 1962

COMPLETION DATE: February 27, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: None SUPERVISION: None

SPECIFIED WORK DAYS: 100

WORK DAYS USED: 99

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $ 179,329.07

ENGINEERING AUTHORIZATION: $ 15,177.24

EXCLUSIVE OF ENGINEERING: $ 164,151.83

ENGINEERING COST TO DATE: $ 22,814.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 152,978.05

PERCENT OF AUTHORIZATION 50.3%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED PERCENT: UNDERRUN 6.81%

DATE PROJECT WAS COMPLETED: 2-27-64

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing
100%	100%	100%		100%			100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.0	1.0			1.0
MILES PARTIALLY COMPLETED	None	None			None
MILES COMPLETED	1.0	1.0			1.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	25,300	17,400			3,200
TOTAL QUANTITIES CORRECTED TO DATE	25,825	20,000			4,557
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	25,825	20,000			4,557
AVERAGE DAILY QUANTITIES (Past Week)	None	None			None
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	None	None			None
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

	WEATHER	HOURS DELAY	W/days Chg'd.	CAUSE OF DELAY
SUNDAY	Fair		No	Project Complete. NOTED
MONDAY	Fair		No	" " JOHN R. OAKES
TUESDAY	Light Showers		No	" "
WEDNESDAY	Fair		No	" "
THURSDAY	Fair		No	" "
FRIDAY	Cloudy		No	" "
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work, project completed.
TUESDAY	" " "
WEDNESDAY	" " "
THURSDAY	" " "
FRIDAY	" " "
SATURDAY	

REMARKS

SEMI_FINAL estimate completed May 8, 1964.

LAST WEEKLY REPORT

SIGNED [illegible] E. Roberts

ADDRESS P. O. Box 306, Grants Pass, Oregon

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
OCT 10 1963
FOR FILING

6172

October 10, 1963

Southern Oregon Crushing Co.,
P. O. Box 346
Medford
Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 10, 1963, discussed with the Engineer your request for an extension of time on contract #6172. You requested 40 additional workdays within which to complete the grading-paving-signing-roadside improvement on the Valley of the Rogue Park Interchange Section of Pacific Highway in Jackson County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted your request for 40 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: L. R. Chandler
Glenn Roberts
Frank Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
SEP 6 1963

FOR FILING

[illegible]

6172

Salem, Oregon
September 5, 1963

Increase in Project Authorization
Valley of the Rogue Park Interchange
Jackson County, Contract 6172

G. F. Roberts
Res. Hwy. Engr.
P.O. Box 306
Grants Pass, Oregon

This is to advise you that at its meeting of August 29, 1963, the Highway Commission approved an increase of $36,211.74 in project authorization on the subject contract.

The new authorization for construction is $179,329.07. This amount should be used on all future reports for this contract.

L. H. Young
Office Engineer

cc: L. R. Chandler

[illegible]:es

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AUG 30 1963

FOR FILING

[illegible]

6172

August 29, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 1
October 10, 1963 Meeting

Gentlemen:

We have received a request from Southern Oregon Crushing Company, contractor on the Valley of the Rogue Park Interchange project on the Pacific Highway in Jackson County, Contract No. 6172, for an extension of time in which to complete the project without the assessment of liquidated damages. The contractor has requested an additional 40 days which would increase the total allowable workdays to 100.

The reasons for the request for additional workdays are as follows: A change in the project was decided after the work was contracted to provide more ample parking area. In addition to the park work, winter damage due to rains and high water necessitated repair work requiring several days' construction time. The Resident Engineer's analysis of additional work required due to both storm damage and change of time exceeds 42 days.

It is recommended that the contractor's request for 40 additional workdays be granted without liquidated damage assessment. We have Bureau of Public Roads concurrence.

This matter will appear before you at the October 10 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

RECEIVED
NOV 14 1963
FOR FILING

6172

#1

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 19, 1963

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 60 days to 100 days, within which to complete our Contract No. 6172, without the assessment of liquidated damages. The said contract is described as follows: Grading, Paving, Roadside Improvement, & Signing:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Price Agreements # 2 & # 3 were awarded to us after most of original contract was completed and this required moving equipment back to the project. Also there will be a delay due to the number of items in these price agreements which can only be done one at a time, due to limited area. A period of time will be required after the concrete curbs are poured for curing of the concrete, before other work can progress, again due to limited work area.

Respectfully submitted,

APPROVED BY HIGHWAY COMMISSION
DATE Oct. 10, 1963 for 40 added days
Secretary

SOUTHERN OREGON CRUSHING CO.
Contractor
By

CONSENT OF SURETY

Date July 23, 1963

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
BY: Philip R. Meaney
Attorney-in-fact
Philip R. Meaney
Countersigned: VICTOR S. RISLEY CO.
BY: Philip R. Meaney
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6172 Contractor Southern Oregon Crushing Co.

Highway Pacific

Section Valley of the Rogue Park Interchange

Kind of Work Grading, Paving, Roadside Improvement and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

Asst. Division Engineer

Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No.	6172
Project designation (State-Federal)	I-5-1(43)46
Date awarded	November 1, 1962
Work started	December 10, 1962
Per cent completed (Date)	70%
No. of Workdays Allowed	60
No. of Workdays Used	60
No. of Added Workdays Requested	40

477 Cottage Street N.E.
Salem, Oregon

August 23, 1963

Mr. Forrest Cooper, State Hwy. Engineer
Salem, Oregon
Attn: Mr. Shaw

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

by M. E. Martin
District Engineer

Oregon Project I-5-1(43)46
Valley of the Rogue Interchange Section
Pacific Highway

Reference is made to your letter of August 15, 1963 relative to granting of a time extension of 40 days on the subject project.

For reasons cited in your letter, we concur in your proposal to grant the time extension. However, for the reason that the extension is needed because of work beyond the limits of the Federal-aid project, our approval thereof is with the understanding that proper credit will be given the Federal funds for four days of liquidated damages, the excess time considered necessary to satisfactorily complete the Federal-aid project.

NOTED
LLOYD P. SHAW

RECEIVED
AUG 26 1963
OFFICE OF
[illegible]

original To Morgan
8-28-63

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1963

SUBJECT: Extension of Time
Valley of the Rogue Park Interchange
Pacific Highway
Contract No. 6172

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Supplemental to our letter of August 13th on this project, we submit the following additional information:

At about the time the original contract was completed, our Parks and Recreation Division decided to revise the parking lot to allow truck parking. The details of this proposed change were submitted to the Division office on June 26, and the Price Agreement was approved July 8. As of July 8, a total of 51 of the original 60 workdays had been used, and the project was nearing completion.

The addition of the truck parking lot required additinnal drainage, grading, base rock, curbs, paving and other work. The normal sequence of operations requires a specific order of work, and it is impossible to cut this required time by any great amount. An analysis of the required work time was made by Resident Engineer Roberts and is attached. Because of the fact that the original work was essentially completed by the time the truck parking lot was added, the additional time must be in addition to and not concurrent with the original contract.

Thus, the additional work can and does require additional time out of proportion to its value.

F. D. Morgan
Construction Engineer

By J F Putnam
J. F. Putnam
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

CHB:bjh
Attachment

cc: L. H. Young

30 80M 7-60 27325

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon
July 25, 1963

SUBJECT: Request for Extension of Time
Valley of the Rogue Park Interchange
Pacific Highway - Contract No. 6172
Jackson County

To: Mr. L. R. Chandler
Division Engineer
Roseburg, Oregon

Attention: Mr. John Quiner II
Ass't. Div. Engr.

Attached you will find five (5) copies of "Contractor's Request for Increase in Number of Workdays to Complete Construction Contract", as submitted by the Southern Oregon Crushing Co., Contractors on the Valley of the Rogue Park Interchange Project, Contract No. 6172.

As an approximate day count to preform the additional work, I submitt the following:

PA*2	Repairing Damage to Park Road	3 days
	Clearing & Grubbing	2 "
PA*3 ↓	Grading	4 "
	1 st. Course Base Rock	4 "
	Construction of Curbs	6 "
	Curing Time on Curbs	10 "
	2 nd. Course Base Rock and Top Course Base Rock	5 "
	Paving (Average 250 tons/day)	6
	Final Cleanup	2 "
	Total	42 Days

I recommend approval of this extension of workdays due to rhe reasons given by the Contractor on the face of this request.

Glenn E. Roberts

Glenn E. Roberts
Resident Engineer

August 15, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Extension of Time
Valley of the Rogue
Park Interchange
Pacific Highway
Project No. I-5-1(43)46

Dear Sir:

We have received a request from the Southern Oregon Crushing Company, contractor on the above-mentioned project, for an additional 40 workdays in which to complete the project. This would increase the allowable workdays from the original 60 to a total of 100 days.

The reasons cited by the contractor are the repair of storm damage (by high water) to park facilities and the addition of a truck parking lot to the project. Both of these items are nonparticipating.

The contractor had not completed the original work within the originally allowed 60 days. At the time of the expiration of the original time limit, there remained the guardrail and fencing work, and the planting, signing, and sight posts. The guardrail and fencing would require four workdays to complete. The planting is delayed because of the season, the signing and sight posts by a strike in the supplier's plant.

We, therefore, believe that the originally contemplated work could have been completed with an overrun of four workdays. Our computations justify the 40 days requested by the contractor, and we propose to grant an extension in this amount. Your concurrence in this extension, with the stipulation that the Bureau of Public Roads be given credit for four days' liquidated damages, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjh: ajw

FORM E-30 50M 11-61 40330

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1963

SUBJECT: Extension of Time
Valley of the Rogue Park Interchange
Pacific Highway
Contract No. 6172

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request from SouthernOregon Crushing Company, contractor, for an additional 40 workdays in which to complete this project. The original contract allowed 60 workdays; the 40 additional requested workdays will allow a total of 100 days.

The reasons for requesting this additional time are repair of storm-damaged park roads and the addition of a truck parking lot the parking area. The storm damage repair was outside the limits of the original contract and required 3 workdays. The truck parking lot, because of the sequence of operations involved, will require an additional 39 workdays.

We could, therefore, justify an additional 42 workdays. Both the items of additional work cited above are non-participating as far as the Bureau of Public Roads is concerned. The contractor, at the time the original 60 workdays had been entirely used, had not completed the fencing or guardrail work because of unknown delays. The only explanation for this delay is that he just hasn't gotten around to it. In addition, the signing and sight post installation is held up by a strike in the suppliers shop, and the planting (roadside improvement) is held up because of the season of the year.

An estimate from the Division Engineer is that the contractor would have overrun a total of 4 workdays if the additional work had not been added to the contract. Because of this, the Bureau of Public Roads will require a liquidated damages deduction of 4 days (at $90.00 per day) when the State bills the Bureau of Public Roads for reimbursement on this project. This deduction from the State's voucher claim will be made by the Bureau of Public Roads regardless of whether the State allows a time extension or not.

In view of the various ramifications involved, it is recommended that the requested 40 days be approved. Bureau of Public Roads concurrence in this extension is required even though the reasons for the need for additional time are non-participating. This has been discussed with Area Engineer Mills and District Engineer Martin, who expressed no objections to the time extension provided the 4 days liquidated damages is credited to the Bureau of Public Roads as noted above.

Rough drafts to the Bureau of Public Roads and Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjh
Attachments

cc: L. H. Young

RECEIVED
AUG 1[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1963

FOR FILING

6172

August 21, 1963

Oregon State Highway Commission

Gentlemen:

It is anticipated that we will overrun the original project authorization on the Valley of the Rogue Park Interchange project on the Pacific Highway in Jackson County. This project, Contract No. 6172, is under contract to the Southern Oregon Crushing Company of Medford.

The original project authorization was $143,117.33. The present anticipated cost is $179,329.07, indicating an overrun of $36,211.74 or 25.3 per cent.

The primary reason for the overrun is the addition of a truck parking lot to the project at an estimated cost of $29,500.00. This additional work, in turn, required additional engineering. Also, some damage by high water to park facilities was repaired under this contract.

This matter will be presented to you at the August 29 meeting and your approval is recommended. The additional money required by the truck parking lot is to come from the budget of the Parks and Recreation Division.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjh bbc

FORM E-30 80M 8-62 43808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1963

SUBJECT: Overrun of Project Authorization
Valley of the Rogue Park Interchange
Pacific Highway
Contract No. 6172

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a Report on Expected Overrun of Project Authorization on the abovenamed project. The original authorization was $143,117.33. The present anticipated cost is $179,329.07, indicating an overrun of $36,211.74, or 25.3%.

The major reason for the overrun is the addition of a truck parking lot at the park at a cost of $29,500.00. Other unanticipated costs are repair of storm (high water) damage to various park facilities and an increase in engineering costs caused by the scheduling of the additional truck parking lot. The project was essentially completed when the truck parking lot was added to the project.

Your approval of the overrun is recommended. A rough draft to the Commission is attached. Bureau of Public Roads concurrence is not required because the reasons for the overrun are non-participating. This matter has, however, been discussed with the Bureau of Public Roads.

The cost of the parking lot work is to be assumed by our Parks and Recreation Division, according to a letter from Mr. Schick dated June 12, 1963. They have budgeted $10,000.00 already for this work, and will arrange for payment of the remainder.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

CHB:bjh
Attachments

cc: L. H. Young

[illegible]
AUG 1 1963
OFFICE OF
[illegible] ENGINEER

Form No. E-372—10M—7-55

OREGON STATE HIGHWAY DEPARTME

Report on Expected Over-run of Project Authorization

Project Name Valley of the Rogue Park Interchange

Date August 1, 1963

Highway Pacific

Contract No. 6172

County Jackson

Kind of Work Grading, Paving, Rd. Imp. and Signing

Contractor Southern Oregon Crushing Co.

Contract Amount $ 126,315.40

Expected over-runs and under-runs in contract items: Quantity Unit Price Amount

Major items, itemized:

None

Minor items, unitemized algebraic total - - - -

Subtotal $ 126,315.40

Approved work orders (Price, extra work and state force orders) $ 34,836.43

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

None

Minor items, unitemized algebraic total - - - - -

Subtotal $ 161,651.83

Authorization for engineering $ 10,177.24

Expected over-run or under-run of engineering authorization $ 7,500.00

Costs not included above (explain) (Original Contingencies) $ ~~5,724.69~~

Allowance for future contingencies (0 % of work remaining) $ - - -

Credits to come from transfers and deductions $ - - -

Present estimate of project cost $179,329.07 $ ~~185,055.76~~

Brief Statement of principal causes of over-run: Additional work consists of two (2) additional Signs at station 380 and station 94, repair of Park Road damaged by high water of December [illegible], 1962, blading of Boat Ramp damaged by same high water, construction of a Truck Parking Area and additional Engineering to cover this work.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 143,117.33

Present estimate of project cost $ 179,329.07 ~~185,055.76~~

Expected over-run (Amount) $ 36,211.74 ~~41,938.43~~

Expected over-run (per cent) 25.3% ~~29.3~~

Space to right of this line is for use of Salem office.

Submitted by: E. Roberts
Resident Engineer

Confirmed by: John
Asst Division Engineer

Noted by:
Construction or Bridge Engineer

Noted by: Lloyd
Asst Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
APR 1 1 1963
FOR FILING

April 11, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering directional signing on the Valley of the Rogue Park Interchange Section of the Pacific Highway in Jackson County, Contract No. 6172 in connection with Federal-Aid Project No. I-5-1(43)46.

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This work is in accordance with the Special Provisions and was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt
Enc.

RECEIVED
JAN 25 1963

FOR FILING

I 5-1(4-) h

[illegible]

477 Cottage Street N.E.
Salem, Oregon

January 21, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-1(43)46
Valley of the Rogue Park Interchange
Sign Revisions

Mr. G. L. Decker's letter of January 15, 1963 requested our concurrence in a revision of the signing plans for the subject project. These revisions are shown on TED drawings Nos. 8231 and 8232, revised 11/62 by adding signs 22 and 23.

We concur with the proposed changes; however, Federal participation will be limited to sign 22 only, since sign 23 replaces sign 3, installed with Federal participation under previous project I-5-1(33)36.

RECEIVED
JAN 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Morgan
copy To Young
1-25-63

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. DEC 21 1962 12-92	F PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Jackson
PROJECT REPORT NO. 5		PROJECT NO. I-5-1(43)46

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99 S.E. of city of River 2.7 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-8-62	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 139,936.00	$ 128,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
By: L. R. Backlund
Administrative Manager

Date executed by Division Engineer December 13, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal Aid
Project No. I-5-1(43)46

VALLEY OF THE ROGUE PARK INTERCHANGE SECTION
OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 20, 1962

Type Code Y021
Rest Area (Sta. 681+00) (Contract 6172)

Clearing and Grubbing	All	Required		$ 1,500.00
Drainage Excavation, Unclassified	250	cu.yd.	$ 2.25	562.50
Embankment in Place	25,300	cu.yd.	0.80	20,240.00
Finishing Roadbed and Slopes	All	Required		800.00
Furnishing and Placing Topsoil	4,340	cu.yd.	1.50	6,510.00
12-inch Concrete Pipe	320	lin.ft.	2.50	800.00
15-inch Concrete Pipe	140	lin.ft.	3.85	539.00
18-inch Concrete Pipe	300	lin.ft.	4.35	1,305.00
24-inch Concrete Pipe	70	lin.ft.	5.35	374.50
12-inch Culvert End Sections	2	only	30.00	60.00
18-inch Culvert End Sections	8	only	40.00	320.00
24-inch Culvert End Sections	2	only	60.00	120.00
Concrete Inlets, Type G-2	2	only	115.00	230.00
1½-inch Plastic Water Pipe	270	lin.ft.	0.85	229.50
Salvage and Reinstall Guard Rail	1,200	lin.ft.	2.00	2,400.00
Salvage and Stockpile Guard Rail	800	lin.ft.	1.10	880.00
Salvage and Stockpile Guide Posts	24	only	3.00	72.00
Guide Posts, PM-1	5	only	8.00	40.00
Guide Posts, PM-2	120	only	8.50	1,020.00
Guide Posts, PM-3	3	only	9.00	27.00
Type 2 Fence	90	rods	7.00	630.00
Salvage and Reinstall Type 2 Fence	70	rods	5.50	385.00
Coarse Crushed Material in Base	15,300	tons	2.25	34,425.00
3/4"-0 Material in Base	2,100	tons	2.35	4,935.00
Sprinkling	580	M-gal.	2.50	1,450.00
Preparation of Base	All	Required		750.00
3/4"-0 Material in Binder Course	90	cu.yd.	6.00	540.00
RC-250 Asphalt	14	tons	65.00	910.00
Class "B" Asphaltic Concrete	3,200	tons	8.30	26,560.00
Asphaltic Concrete Traffic Markers Type "B"	400	lin.ft.	1.10	440.00
Furnishing and Planting Trees	33	only	8.00	264.00
Furnishing and Planting Shrubs	237	only	5.50	1,303.50
Roadside Seeding	13	acres	160.00	2,080.00
Roadside Mulching	13	acres	160.00	2,080.00
Grass Seed, Creeping Red Fescue	300	lbs.	0.50	150.00

Grass Seed, Chewings Fescue	300 lbs.	$ 0.50	$ 150.00
Inorganic Fertilizer, 10-16-8	57 cwt.	5.00	285.00
Manure Fertilizer	6 cu.yd.	6.50	39.00
Mulch Material, Sawdust or bark	9 units	16.00	144.00
Removal of Existing Piling	All Required		100.00
Revise Existing Signing	All Required		400.00
Furnish 8" HP 36# Steel Piling	184 lin.ft.	6.00	1,104.00
Drive Steel Piles	14 only	80.00	1,120.00
Metal Sign Posts	All Required		750.00
Wood Sign Posts	All Required		750.00
Type "C" and "D" Signs in Place	168 sq.ft.	3.70	621.60
Type "E", "F" and "G" Signs in Place	56 sq.ft.	4.00	224.00
Type "I" Signs in Place	38 sq.ft.	4.50	171.00
Type "B" Signs in Place	886 sq.ft.	6.80	6,024.80
			$126,815.40

Flagging (57½% of Contractors Cost)	All Required	$ 300.00
Signing (Temporary)	All Required	100.00
		$ 400.00

Subtotal	$127,215.40
10% Engr. & Cont.	12,720.60
Total	$139,936.00

Length of project- - - - - - - - - - -0.000 miles

Federal Funds- -	$128,700.00
State Funds- -	11,236.00
	$139,936.00

State funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-1(43)46

VALLEY OF THE ROGUE PARK INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 2, 1962

Type Code Y021
Rest Area (Sta. 681+00)

Clearing and Grubbing	All	Required		$ 1,000.00
Drainage Excavation, Unclassified	250	cu.yds.	$ 3.50	875.00
Embankment in Place	25,300	cu.yds.	1.00	25,300.00
Finishing Roadbed and Slopes	All	Required		800.00
Furnishing and Placing Topsoil	4,340	cu.yds.	2.00	8,680.00
12-Inch Concrete Pipe	320	lin.ft.	2.50	800.00
15-Inch Concrete Pipe	140	lin.ft.	3.50	490.00
18-Inch Concrete Pipe	300	lin.ft.	4.50	1,350.00
24-Inch Concrete Pipe	70	lin.ft.	6.00	420.00
12-Inch Culvert End Sections	2	only	35.00	70.00
18-Inch Culvert End Sections	8	only	45.00	360.00
24-Inch Culvert End Sections	2	only	75.00	150.00
Concrete Inlets, Type G-2	2	only	125.00	250.00
1½-Inch Plastic Water Pipe	270	lin.ft.	1.50	405.00
Salvage and Reinstall Guard Rail	1,200	lin.ft.	1.50	1,800.00
Salvage and Stockpile Guard Rail	800	lin.ft.	1.75	1,400.00
Salvage and Stockpile Guide Posts	24	only	1.00	24.00
Guide Posts, PW-1	5	only	7.25	36.25
Guide Posts, PY-2	120	only	7.75	930.00
Guide Posts, PY-3	3	only	8.50	25.50
Type 2 Fence	90	rods	7.50	675.00
Salvage and Reinstall Type 2 Fence	70	rods	5.00	350.00
Coarse Crushed Material in Base	15,300	tons	2.75	42,075.00
3/4"-0 Material in Base	2,100	tons	3.00	6,300.00
Sprinkling	580	M-gal.	3.00	1,740.00
Preparation of Base	All	Required		250.00
3/4"-0 Material in Binder Course	90	cu.yds.	5.50	495.00
RC-250 Asphalt	14	tons	70.00	980.00
Class "B" Asphaltic Concrete	3,200	tons	9.00	28,800.00
Asphaltic Concrete Traffic Markers, Type "B"	400	lin.ft.	1.50	600.00
Furnishing and Planting Trees	33	only	9.00	297.00
Furnishing and Planting Shrubs	237	only	4.00	948.00
Roadside Seeding	13	acres	300.00	3,900.00
Roadside Mulching	13	acres	200.00	2,600.00
Grass Seed, Creeping Red Fescue	300	lbs.	0.50	150.00

Grass Seed, Chewings Fescue	300 lbs.	$ 0.50	$ 150.00
Inorganic Fertilizer, 10-16-8	57 cwt.	5.00	285.00
Manure Fertilizer	6 cu.yds.	8.00	48.00
Mulch Material, Sawdust or Bark	9 units	20.00	180.00
Removal of Existing Piling	All Required		100.00
Revise Existing Signing	All Required		200.00
Furnish 8" BP 36# Steel Piling	184 lin.ft.	5.70	1,048.80
Drive Steel Piles	14 only	80.00	1,120.00
Metal Sign Posts	All Required		800.00
Wood Sign Posts	All Required		680.00
Type "C" and "D" Signs in Place	168 sq. ft.	3.75	630.00
Type "E", "F" and "G" Signs in Place	56 sq. ft.	4.00	224.00
Type "F" Signs in Place	38 sq.ft.	4.50	171.00
Type "B" Signs in Place	886 sq.ft.	7.20	6,379.20
			$147,341.75

Flagging (57½% of Contractors Cost)	All Required	$ 300.00
Signing (Temporary)	All Required	100.00
		$ 400.00
	Subtotal	$147,741.75
	10% Engr. & Cont.	14,773.25
	Total	$162,515.00

Length of Project- - - - - - - - - - - - 0.000 miles

Federal Funds- -	$149,000.00
State Funds -	13,515.00
	$162,515.00

RECEIVED
NOV 29 1962
FOR FILING

6172

November 28, 1962

Mr. A. B. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging costs on the Valley of the Rogue Park Interchange Section of the Pacific Highway in Jackson County, Contract No. 6172, in connection with Federal-Aid Project No. I-5-1(43)46.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

FORM 2-188

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
NOV 2 1962
FOR FILING

[illegible]

6172

November 2, 1962

Southern Oregon Crushing Co.
P. O. Box 246
Medford, Oregon

Gentlemen:

The State Highway Commission on November 1, 1962 awarded to you State Highway Contract No. 6172 for the following project:

Grading, paving, roadside improvement and signing on the Valley of the Rogue Park Interchange Section of Pacific Highway in Jackson County.

This award was based on your low bid of $126,815.40 which was submitted to the Commission on October 30, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ml
cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant
Mark Astrup

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 1, 1962

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-1(43)46
Valley of the Rogue Park Interchange
Pacific Highway (Grading, Paving,
Roadside Improvement and Signing)

As requested in Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur, as of this date, in award of Contract No. 6172 to Southern Oregon Crushing Company of Medford, Oregon, low bidder in the amount of $126,815.40 at the October 30, bid opening.

original To Young
11-9-62

NOV 7 1962

RECEIVED
OCT 29 1962
FOR FILING
I-5-1(43)46
6172

October 25, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Attention: M. E. Martin
District Engineer

Gentlemen:

In regard to the future use of salvaged and stockpiled guardrail from Oregon Project I-5-1(43)46, Valley of the Rogue Park Interchange Section, it is our intention to make this material available for use on the South Ashland-Wall Creek Section which should be contracted in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. R. Chandler
V. G. O'Neil
Jack Nash

ADO:jd:ajw

RECEIVED
OCT 10 1962
FOR FILING
[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 8, 1962

By:
M. E. Martin
District Engineer

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-1(43)46
Valley of the Rogue Park Interchange Section
Grading, Paving and Roadside Improvement

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Holt's October 5, 1962 letter.

Prior to the preparation of the project agreement estimate, you should advise this office as to which future Interstate project in the area that salvaged and stockpiled guardrail will be furnished without cost or determine the salvage value and apply a credit to this project or Project I-5-1(9)44.

original To Young
10-10-62

RECEIVED
1962
FOR · FILING

6172

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1962

SUBJECT: Valley of the Rogue Park
Interchange Section
Grade, pave, roadside
improvement and signing

To: MEMORANDUM

This office was this date, advised that a revision must be made in the signing portion of the subject-named project. The change is for the addition of advanced signing advising that the Valley of the Rogue Recreational Area "Next Three Exits".

It appears that the specifications and design on these signs cannot be accomplished in time to fully advise all the planholders by letter prior to bid opening. This was discussed with Mr. Gordon Brooks, District Engineer for the Bureau of Public Roads and he indicated that he would like to make every effort to change the plans if possible; however, if such proved impractical that he would approve letting the job on the present plan and make the change by extra work order after the contract was awarded.

L. H. Young
L. H. Young
Office Engineer

RECEIVED
OCT 18 1962
TRAFFIC ENGINEERING

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

Crandall
Set 4 plans please
E

LHY:mmb

cc: Mr. Tom Edwards
Mr. F. B. Crandall
Mr. Gordon Brooks

RECEIVED
OCT 30 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 16 1962
FOR FILING

Salem, Oregon
October 15, 1962

MEMORANDUM

Valley of the Rogue Park
Interchange Section
Grade, pave, roadside
improvement and signing

This office was this date, advised that a revision must be made in the signing portion of the subject-named project. The change is for the addition of advanced signing advising that the Valley of the Rogue Recreational Area "Next Three Exits".

It appears that the specifications and design on these signs cannot be accomplished in time to fully advise all the planholders by letter prior to bid opening. This was discussed with Mr. Gordon Brooks, District Engineer for the Bureau of Public Roads and he indicated that he would like to make every effort to change the plans if possible; however, if such proved impractical that he would approve letting the job on the present plan and make the change by extra work order after the contract was awarded.

L. H. Young
Office Engineer

LHY:mmb

cc: Mr. Tom Edwards
Mr. F. D. Crandall
Mr. Gordon Brooks
Jack Rhodes

15-3320 Standard Latrine, Casey State 1962
Park, Trail-Crater Lake Hwy.
#6173

RECEIVED
AUG 23 1963

FOR FILING

6173

August 23, 1963

Pennsylvania Insurance Co.,
Pacific Department
315 Montgomery Street
San Francisco, California

Gentlemen:

On June 25, 1963, we wrote to you concerning release of final payment on contract #6173, awarded to Harley E. Lowe, for a rest station in Casey State Park on the Crater Lake Highway in Jackson County.

Final payment on this contract is $1,272.56 and the total contract amount is $10,308.07. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Pennsylvania Insurance Co.,
S. C. Jones & Sons Ins. Agency
P. O. Box 85
Ashland, Oregon

cc: Mr. Harley E. Lowe
516 Granite Street
Ashland, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUN 25 1963

FOR FILING

6-7

June 24, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed June 5 on Contract 6173. The contract was with Harley E. Lowe and was for work on the Casey State Park on the Crater Lake Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 24, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
FEB 11 1963

FOR FILING

[illegible]

6173

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1963

SUBJECT:

To: D. B. Parkes
Contract Payments

OFFICE

Harley E. Lowe began work on the Casey State Park Rest Station construction on the Crater Lake Highway in Jackson County, Contract No. 6173, on December 5, 1962.

Ivan D. Merchant
Bridge Engineer

dl
cc: Floyd Query

RECEIVED
NOV 27 1962
FOR FILING

[illegible]

6173

COMMISSIONERS
GLENN [illegible] JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 26, 1962

Mr. Harley E. Lowe
516 Granite Street
Ashland, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract # 6173, awarded November 1, 1962 for construction of Rest Station in Casey State Park on the Crater Lake Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Encl.

[illegible]-161(22) Judkins Pt. Interch. Sec., 1962
Pacific & McKenzie Hwys.
[illegible]174 (Rdside Improve.)

RECEIVED
SEP 10 1965
FOR FILING

STATE COPY

Monthly transaction number 9-53	PR-2A 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project report number (11)	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 9-3-65	County **Lane**
		Project number **U-161(29)**

6174

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **December 13**, 19**62**, is hereby modified as follows:

Revised estimated total cost of project $ **20,730.00**

Revised Federal funds $ **12,990.26**

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **3rd** day of **September**, 19**65**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **A. W. Parsons**
(Division Engineer)

By L R Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Form Approved; Budget Bureau No. 41-R2089.9

RECEIVED DEC 21 1962

MONTHLY TRANSACTION NO. 1/2 98

PROJECT REPORT NO. 6

U-161 ( )

6724

FORM R-2
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

12/13/62

STATE Oregon

COUNTY Lane

PROJECT NO. U-161(29)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 126 Judkins Point - Eugene

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-8-62	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 18,181.00	$ 11,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst State Highway Engineer
(Title)

By ______
(Title)

By ______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~XX~~By A. W. Parsons
(Division Engineer)

By: L. R. Backlund
Administrative Manager

Date executed by Division Engineer December 13, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 48447-P61

Oregon State Highway Department

Federal Aid
Project No. U-161(29)

JUDKINS POINT INTERCHANGE SECTION OF THE McKENZIE HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 20, 1962

Type Code X005
Roadside Improvement (Sta. 180+00)(Contract 6174)

Blade Grader	20	hours	$ 14.00	$ 280.00
Tractor and Dozer	40	hours	24.50	980.00
Front End Loader	16	hours	22.00	352.00
Dump Trucks	16	hours	7.00	112.00
Furnishing and Placing Topsoil	1,600	cu.yd.	2.10	3,360.00
Preparation of Slopes Under Structures	All	Required (50%)		225.00
3/4"-0 Crushed Material	12	cu.yd.	7.50	90.00
Class "C" Asphaltic Concrete	20	tons	10.00	200.00
1-inch Electrical Conduit	65	lin.ft.	1.00	65.00
2-inch Electrical Conduit	30	lin.ft.	1.80	54.00
1/2-inch Water Pipe	1,260	lin.ft.	0.40	504.00
3/4-inch Water Pipe	810	lin.ft.	0.46	372.60
1-inch Water Pipe	320	lin.ft.	0.55	176.00
1¼-inch Water Pipe	600	lin.ft.	0.65	390.00
1½-inch Water Pipe	280	lin.ft.	0.73	204.40
2-inch Water Pipe	590	lin.ft.	0.96	566.40
2½-inch Water Pipe	390	lin.ft.	1.40	546.00
1½-inch Automatic Control Valves	2	only	34.62	69.24
2-inch Automatic Control Valves	11	only	40.40	444.40
1/2-inch Manual Drain Valves	7	only	8.00	56.00
1½-inch Vacuum Breakers	2	only	22.00	44.00
2-inch Vacuum Breakers	11	only	28.35	311.85
Shrubbery Sprinkler Heads	225	only	2.50	562.50
3/4-inch Quick-coupling Hose Valves	2	only	4.40	8.80
2½-inch Galvanized Steel Pipe (Conduit)	30	lin.ft.	3.65	109.50
Furnishing and Planting Trees	90	only	7.75	697.50
Furnishing and Planting Shrubs	180	only	4.15	747.00
Furnishing and Planting Vines, English Ivy	7,200	only	0.21	1,512.00

Roadside Seeding	0.80 acres	$ 1.50	$ 1.20
Grass Seed, Creeping Red Fescue	15 lbs.	0.32	4.80
Grass Seed, Chewings Fescue	10 lbs.	0.30	3.00
Grass Seed, White Clover	4 lbs.	0.85	3.40
Grass Seed, Perennial Rye Grass	7 lbs.	0.25	1.75
Inorganic Fertilizer, 10-14-8	8 cwt.	5.75	46.00
Manure Fertilizer	55 cu.yd.	5.00	275.00
Mulch Material	45 units	10.50	472.50
Shoring, Cribbing, etc.	All Required (50%)		200.00
Structural Excavation	60 cu.yd.	5.00	300.00
Structural Excavation Below Elevation Shown	5 cu.yd.	10.00	50.00
Class "A" Concrete	All Required (50%)		1,859.00
Metal Reinforcement	All Required (50%)		247.50
			$16,508.34
Flagging (57½% of Contractors Cost)	All Required		$ 20.00
	Subtotal		$16,528.34
	10% Engr. & Cont.		1,652.66
	Total		$18,181.00

Length of Project- - - - - - - - - - - - - 0.000 miles

Federal Funds- -	$11,400.00
State Funds- -	6,781.00
	$18,181.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Federal-Aid
Project No. U-161(29)

Oregon State Highway Department

JUDKINS POINT INTERCHANGE SECTION OF THE McKENZIE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 26, 1962

Type Code X005
Roadside Improvement (Sta. 181+00)

Blade Grader	20	hours	$15.00	$ 300.00
Tractor and Dozer	40	hours	30.00	1,200.00
Front End Loader	16	hours	15.00	240.00
Dump Trucks	16	hours	7.50	120.00
Furnishing and Placing Topsoil	1,600	cu.yds.	3.00	4,800.00
Preparation of Slopes under Structures	All	Required (50%)		100.00
3/4" - 0 Crushed Material	12	cu.yds.	10.00	120.00
Class "C" Asphaltic Concrete	20	tons	15.00	300.00
1-inch Electrical Conduit	65	lin.ft.	1.25	81.25
2-inch Electrical Conduit	30	lin.ft.	2.00	60.00
1/2-inch Water Pipe	1,260	lin.ft.	0.50	630.00
3/4-inch Water Pipe	810	lin.ft.	0.60	486.00
1-inch Water Pipe	320	lin.ft.	0.70	224.00
1-1/4 inch Water Pipe	600	lin.ft.	0.80	480.00
1-1/2 inch Water Pipe	280	lin.ft.	1.00	280.00
2-inch Water Pipe	590	lin.ft.	1.50	885.00
2-1/2 inch Water Pipe	390	lin.ft.	2.00	780.00
1-1/2 inch Automatic Control Valves	2	only	42.00	84.00
2-inch Automatic Control Valves	11	only	50.00	550.00
1/2-inch Manual Drain Valves	7	only	8.00	56.00
1-1/2 inch Vacuum Breakers	2	only	18.00	36.00
2-inch Vacuum Breakers	11	only	25.00	275.00
Shrubbery Sprinkler Heads	225	only	1.50	337.50
3/4-inch Quick-Coupling Hose Valves	2	only	9.50	19.00
2-1/2 inch Galvanized Steel Pipe (Conduit)	30	lin.ft.	2.50	75.00
Furnishing and Planting Trees	90	only	10.00	900.00
Furnishing and Planting Shrubs	180	only	4.00	720.00
Furnishing and Planting Vines, English Ivy	7,200	only	0.20	1,440.00
Roadside Seeding	0.80	acres	300.00	240.00
Grass Seed, Creeping Red Fescue	15	lbs.	0.40	6.00
Grass Seed, Chewings Fescue	10	lbs.	0.30	3.00
Grass Seed, White Clover	4	lbs.	0.95	3.80

Grass Seed, Perennial Ryegrass	7 lbs.	$ 0.20	$ 1.40
Inorganic Fertilizer, 10-16-8	8 cwt.	5.25	42.00
Manure Fertilizer	55 cu.yds.	5.50	302.50
Mulch Material	45 units	13.00	585.00
Shoring, Cribbing, etc.	All Required (50%)		250.00
Structural Excavation	60 cu.yds.	10.00	600.00
Structural Excavation below Elevation Shown	5 cu.yds.	20.00	100.00
Class "A" Concrete	All Required (50%)		1,760.00
Metal Reinforcement	All Required (50%)		304.00
			$19,776.45
Flagging (57½% of Contractor's Cost)	All Required		$ 20.00
	Subtotal		$19,796.45
	10% Engr. & Cont.		1,979.55
	Total		$21,776.00

Length of Project - - - - - - - 0.000 Mile

Federal Funds -	$13,700.00
State Funds -	8,076.00
	$21,776.00

Oregon State Highway Department

Federal Aid
Project No. U-161(29)

JUDKINS POINT INTERCHANGE SECTION OF THE MC KENZIE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 22, 1962

Type Code Y005
Roadside Improvement (Sta. 121+00)

Blade Grader	20	hours	$ 15.00	$ 300.00
Tractor and Dozer	70	hours	20.00	1,400.00
Front End Loader	70	hours	15.00	1,050.00
Dump Trucks	70	hours	7.50	525.00
Furnishing and Placing Topsoil	1,600	cu.yds.	3.00	4,800.00
6-inch Steel Drain Pipe	40	lin.ft.	2.50	100.00
Concrete Inlets, Type "GB"	1	only	150.00	150.00
Preparation of Slopes Under Structures	All	Required (50%)		100.00
3/4" - 0 Crushed Material	12	cu.yds.	10.00	120.00
Class "C" Asphaltic Concrete	20	tons	15.00	300.00
1-inch Electrical Conduit	65	lin.ft.	1.25	81.25
2-inch Electrical Conduit	30	lin.ft.	2.00	60.00
1/2-inch Water Pipe	1,260	lin.ft.	0.50	630.00
3/4-inch Water Pipe	810	lin.ft.	0.60	486.00
1-inch Water Pipe	320	lin.ft.	0.70	224.00
1¼-inch Water Pipe	600	lin.ft.	0.80	480.00
1½-inch Water Pipe	280	lin.ft.	1.00	280.00
2-inch Water Pipe	590	lin.ft.	1.50	885.00
2½-inch Water Pipe	390	lin.ft.	2.00	780.00
1½-inch Automatic Control Valves	2	only	42.00	84.00
2-inch Automatic Control Valves	11	only	50.00	550.00
1/2-inch Manual Drain Valves	7	only	8.00	56.00
1½-inch Vacuum Breakers	2	only	18.00	36.00
2-inch Vacuum Breakers	11	only	25.00	275.00
Shrubbery Sprinkler Heads	225	only	1.50	337.50
3/4-inch Quick-coupling Hose Valves	2	only	9.50	19.00
2½-inch Galvanized Steel Pipe (Conduit)	30	lin.ft.	2.50	75.00
Furnishing and Planting Trees	90	only	10.00	900.00
Furnishing and Planting Shrubs	180	only	4.00	720.00
Furnishing and Planting Vines, English Ivy	7,200	only	0.20	1,440.00

Roadside Seeding	0.80 acres	$ 300.00	$ 240.00
Grass Seed, Creeping Red Fescue	15 lbs.	0.40	6.00
Grass Seed, Chewings Fescue	10 lbs.	0.30	3.00
Grass Seed, White Clover	4 lbs.	0.95	3.80
Grass Seed, Perennial Rye Grass	7 lbs.	0.20	1.40
Inorganic Fertilizer, 10-16-8	8 cwt.	5.25	42.00
Manure Fertilizer	55 cu.yds.	5.50	302.50
Mulch Material	45 units	13.00	585.00
Shoring, Cribbing, etc.	All Required (50%)		250.00
Structural Excavation	60 cu.yds.	10.00	600.00
Structural Excavation Below Elevation Shown	5 cu.yds.	20.00	100.00
Class "A" Concrete	All Required (50%)		1,760.00
Metal Reinforcement	All Required (50%)		304.00
			$ 21,441.45
Flagging (57½% of Contractor's Cost)	All Required		$ 20.00
	Subtotal		$ 21,461.45
	10% Engr. & Cont.		2,145.55
	Total		$ 23,607.00

Length of Project_ _ _ _ _ _ _ _ _ _ _ _ _ _0.000 miles

Federal Funds -	$ 14,800.00
State Funds -	8,807.00
	$ 23,607.00

RECEIVED

FOR FILING

6174

June [illegible], 19[illegible]

Mr. [illegible]
District Engineer
Bureau of Public Roads
[illegible]
[illegible], Oregon

Your File: [illegible]

Dear Sir:

[illegible] is made to your [illegible] of June 4 [illegible] [illegible] by the [illegible]

The State of Oregon has been doing everything [illegible] its power to bring to the attention of [illegible] the benefit and enjoyment which they receive from the completion of [illegible]. These signs [illegible] effective and have [illegible]. [illegible] to [illegible] a project [illegible] rather trivial.

Of the alternatives which you suggest, we would prefer the second. We feel, however, that the [illegible] has not been made in good faith since it is [illegible] that clearance under the second suggestion is a long and time-consuming procedure and we would not have the [illegible] to ask the American Association of State Highway Officials' committee to [illegible] itself with such a trivial item.

This leaves us only the first alternative, with which we shall comply. Our people will remove the signs forthwith.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

[illegible]
Assistant State Highway Engineer

[illegible]:jw

bc Forrest Cooper
R. L. Porter
Lloyd Shaw
L. H. Young
F. D. Morgan
F. B. Crandall

477 Cottage Street, N.E.
Salem, Oregon - 97301

June 4, 1964

03-35.4-DA

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

6174

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Projects I-5-4(49)193, Judkins Point Interchange Section
& I-5-[illegible], Lowell St. to S.W. [illegible] Ave.

The two Interstate improvement projects identified in the above subject have been completed and final inspection made. During the final inspection signs were observed on each of these projects which do not conform to uniform sign standards. These signs, located on Interstate right-of-way, read as follows: "This Landscape Area Developed and Maintained for Your Enjoyment by the Oregon State Hwy Dept."

Since the AASHO Manual for Signing and Pavement Marking is silent on the subject of messages similar to that contained in the sign in question, these are considered as encroachments. With such an encroachment existing, we will not be able to make final approval of these projects until the matter is satisfactorily resolved.

We would like to suggest two alternates for satisfactory resolution of this signing encroachment. Our first suggestion would be for the removal of these signs. Second, if you are insistent on using these signs at the existing locations, and others in the future, we suggest that you present your proposal on this matter to the AASHO committee for an official statement. In the event you do present this to the AASHO committee we will make final approval of these projects subject to statement of AASHO committee and subsequent approval action of Public Roads.

original To Young
cc Edwards
Morgan
Crandall
6-9-64

NOTED
LLOYD P. SHAW

JAN 10 1964

6174

January 10, 1964

US Fidelity & Guaranty Co.,
Portland Office
201 Oregon Bank Bldg.,
Portland 4, Oregon

Gentlemen:

Contract #6174 awarded to E. P. Baltz & Son, for roadside improvement on the Judkins Point Interchange Section of Pacific and McKenzie Highways in Lane County, was completed on December 12, 1963, and accepted by the Highway Commission on January 9, 1964.

Final payment, in the amount of $2,956.70 will be released to the contractor after January 17, 1964. The total contract amount is $50,212.08 including $738.08 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: E. P. Baltz & Son
9817 East Burnside Street
Portland 16, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
JAN 10 1964

FOR FILING

[illegible]

6174

January 9, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed December 12, 1963, on Contract No. 6174. The contract was with E. P. Baltz & Son and was for roadside improvement on the Judkins Point Interchange Section of the Pacific and McKenzie Highways in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 9, 1964, and that you concur in this procedure at the Commission meeting on January 30.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 21, 1963

Section Judkins Point Interchange

Kind of work Roadside Improvement

Highway Pacific&McKenzie County Lane

Section prefix 620-1089

Contractor E.P.Baltz & Son

Contract number 6174

Date of contract Nov. 1, 1962

Specified work days 50

Date work started Nov. 26, 1962

Work days used 50

Project authorization $56,304.82

Per cent of time elapsed 100 %

Exclusive of engineering $52,901.85

Estimated cost of completed project, exclusive of engineering $51,341.38

Estimated per cent ~~overrun or~~ underrun . . . . 1.67 %

Per cent of contract completed, based on estimated cost . . . 100. %

Engineering authorization $4,052.97

Engineering cost to date $4,701.34, 116.00 %

Date project was completed June 21, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Division final-inspection was held on Monday, Dec. 16, 1963 by Mr. Chandler, Mr. Rulien, and myself.

The semi-final estimate was delivered to the Division Office on Wed., Dec. 18, except for certification of materials used which will follow, and wage statement and PR-47 which were mailed direct to the Office Engineer.

This will be the last weekly report.

CONSTRUCTION DIVISION
[illegible]
DEC 23 1963
NOTED

NOTED
JOHN R. OAKES

Signed H. E. Mayfield

Address 2141 E. 15th. Ave. Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed	Topsoil				
Total estimated quantities (contract)	4,600 c.y.				
Total quantities corrected to date	5,770				
Estimated quantities moved or placed to date	"				
Average daily quantities	0				
Average daily quantities necessary to complete project on time	0				
Number shifts per day	0				
Hours per shift	0				
Average force on project for week	0				

Men	0
Supervision	0
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Mostly clear		
Monday	overcast		
Tuesday	clear with early and late fog		
Wednesday	foggy-showers started 10 AM		
Thursday	showers		
Friday	early showers-cloudy-windy,scattered showers PM		
Saturday			

RECEIVED
JAN 30 1963

FOR FILING

[illegible]-161 (27)
6174

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 28, 1963

To:
Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

SUBJECT: **Judkins Point Interchange Section**
Roadside Improvement
Contract No. 6174
Mr. James Hayes

Reference is made to previous correspondence concerning the request of Mr. James Hayes, 2954 River Road, Junction City, for the elimination of poplar trees adjacent to his property.

Attached hereto is a copy of a letter received from Mr. James Hayes stating that the plan outlined in my letter of January 24, 1963 was acceptable to him.

Will you please proceed with whatever steps are necessary to provide the substitution as stated.

FDMorgan
F. D. Morgan
Construction Engineer

FDM:fp

Attach.

cc Lloyd Shaw
Mark Astrup
H. E. Mayfield

NOTED
LLOYD P. SHAW

RECEIVED
JAN 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Junction City Oregon
Jan 24 1963

Dear Mr Morgan:-

The plan outlined by your letter of the 24th. is acceptable to us.

Sincerely yours
Jimmy Hays

CONSTRUCTION DIVISION
JAN 28 1963

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

December 20, 1962

By:

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

G. R. Brooks
Acting Division Engineer

Oregon Project I-5-4(49)193 and U-161(29)
Judkins Point Interchange Section
Pacific and McKenzie Highways
Roadside Improvement

Reference is made to your undated letter, (received in this office December 17, 1962), requesting concurrence in use of State furnished St. Johnswort plants, subject projects.

We concur in the use of State owned plants as requested at price of$0.07 each to be charged the contractor.

NOTED

RECEIVED
DEC 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

original To Morgan
12-21-62

RECEIVED
DEC 19 1962
FOR FILING

6174

December 18, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering adjustment of storm drain on the Judkins Point Interchange Section of the Pacific Highway in Lane County, Contract No. 6174, in connection with Federal-Aid Project No. I-5-4(49)193, U-161-(29).

It is necessary to revamp an existing 10-inch storm drain due to revision of a retaining wall. The retaining walls as originally designed would stick out into the street. Revision of the storm drains is to allow room to construct footings for the retaining wall. Revision of the retaining wall will be made at contract prices with adjustment for quantities of concrete used.

This work was verbally recommended for approval by the BPR Bridge Engineer, December 12, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

RECEIVED
DEC 17 1962
FOR FILING

U-161(29)

6174

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Judkins Point Interchange Section
Pacific and McKenzie Highways
Lane County
Project I-5-4(49)193, U-161(29)

Dear Sir:

Reference is made to Mr. Astrup's letter dated November 2, 1962, regarding the use of State furnished St. Johnswort plants on the subject project. Tentative approval was given by Mr. Brooks, BPR District Engineer.

This letter is to establish the price of $0.07 each for the 7,000 plants furnished to the contractor and request your formal approval of their use.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

IBP:jb

cc: M. H. Astrup

CEIVED
EC 18 1962

C. R. 1 6174

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. OR FILING 12-83	FOR R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE Oregon
PROJECT REPORT NO. K-161 ([illegible]) 6	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 12/13/62	COUNTY Lane
		PROJECT NO. I-5-4(49)193

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99 Judkins Point S. Eugene Interchange

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-8-62	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 37,547.00	$ 34,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. L. Foster

Asst State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund
Administrative Manager

Date executed by Division Engineer December 13, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal Aid
Project No. I-5-4(49)193

JUDKINS POINT INTERCHANGE SECTION OF THE
PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 21, 1962

Type Code X005
Roadside Improvement (Sta. 600+00)(Contract 6174)

Blade Grader	70	hours	$ 14.00	$ 980.00
Tractor and Dozer	88	hours	24.50	2,156.00
Front End Loader	40	hours	22.00	880.00
Dump Trucks	40	hours	7.00	280.00
Furnishing and Placing Topsoil	3,000	cu.yd.	2.10	6,300.00
6-inch Steel Drain Pipe	40	lin.ft.	3.50	140.00
Concrete Inlets, Type CB	1	only	100.00	100.00
Preparation of Slopes Under Structures	All	Required (50%)		225.00
3/4" - 0 Crushed Material	12	cu.yd.	7.50	90.00
Class "C" Asphaltic Concrete	20	tons	10.00	200.00
1-inch Electrical Conduit	45	lin.ft.	1.00	45.00
1¼-inch Electrical Conduit	90	lin.ft.	1.58	142.20
2-inch Electrical Conduit	30	lin.ft.	1.80	54.00
1/2-inch Water Pipe	2,240	lin.ft.	0.40	896.00
3/4-inch Water Pipe	1,440	lin.ft.	0.46	662.40
1-inch Water Pipe	1,370	lin.ft.	0.55	753.50
1¼-inch Water Pipe	1,030	lin.ft.	0.65	669.50
1½-inch Water Pipe	230	lin.ft.	0.73	167.90
2-inch Water Pipe	1,900	lin.ft.	0.96	1,824.00
2½-inch Water Pipe	800	lin.ft.	1.40	1,120.00
2-inch Automatic Control Valves	23	only	40.40	929.20
1/2-inch Manual Drain Valves	16	only	8.00	128.00
2½-inch Gate Valves	1	only	59.00	59.00
2-inch Vacuum Breakers	23	only	28.35	652.05
Shrubbery Sprinkler Heads	395	only	2.50	987.50
3/4-inch Quick-coupling Hose Valves	6	only	6.40	38.40
36-Section Automatic Sprinkler Controller	1	only	1,716.77	1,716.77
2½-inch Galvanized Steel Pipe (Conduit)	30	lin.ft.	3.65	109.50
Furnishing and Planting Trees	90	only	7.75	697.50
Furnishing and Planting Shrubs	730	only	4.15	3,029.50

Furnishing and Planting Vines, Aaronsbeard St. Johnswort	7,800 only	0.21	$ 1,638.00
Furnishing and Planting Vines, English Ivy	7,500 only	0.21	1,575.00
Roadside Seeding	1.30 acres	1.50	1.95
Grass Seed, Creeping Red Fescue	25 lbs.	0.32	8.00
Grass Seed, Chewings Fescue	20 lbs.	0.30	6.00
Grass Seed, White Clover	6 lbs.	0.85	5.10
Grass Seed, Perennial Rye Grass	9 lbs.	0.25	2.25
Inorganic Fertilizer, 10-16-8	34 cwt.	5.75	195.50
Manure Fertilizer	105 cu.yd.	5.00	525.00
Mulch Material	115 units	10.50	1,207.50
Shoring, Cribbing, etc.	All Required (50%)		200.00
Structural Excavation	60 cu.yd.	5.00	300.00
Structural Excavation Below Elevation Shown	5 cu.yd.	10.00	50.00
Class "A" Concrete	All Required (50%)		1,659.00
Metal Reinforcement	All Required (50%)		247.50
			$ 33,853.72
Flagging (57½% of Contractors Cost)	All Required		$ 30.00
Install Meter	All Required		250.00
			$ 280.00
	Subtotal		$ 34,133.72
	10% Engr. & Cont.		3,413.28
	Total		$ 37,547.00

Length of Project- - - - - - - - - - - 0.000 mile

Federal Funds- -	$ 34,500.00
State Funds- -	3,047.00
	$ 37,547.00

State Funds for Const.; Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.; Chap. 529, laws 1939.

Federal-Aid
Project No. I-5-4(49)193

Oregon State Highway Department

JUDKINS POINT INTERCHANGE SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 26, 1962

Type Code Y005
Roadside Improvement (Sta. 600+00)

Blade Grader	70	hours	$15.00	$ 1,050.00
Tractor and Dozer	88	hours	30.00	2,640.00
Front End Loader	40	hours	15.00	600.00
Dump Trucks	40	hours	7.50	300.00
Furnishing and Placing Topsoil	3,000	cu.yds.	3.00	9,000.00
6-inch Steel Drain Pipe	40	lin.ft.	2.50	100.00
Concrete Inlets, Type GB	1	only	150.00	150.00
Preparation of Slopes under Structures	All	Required (50%)		100.00
3/4" - 0 Crushed Material	12	cu.yds.	10.00	120.00
Class "C" Asphaltic Concrete	20	tons	15.00	300.00
1-inch Electrical Conduit	45	lin.ft.	1.25	56.25
1-1/2 inch Electrical Conduit	90	lin.ft.	1.50	135.00
2-inch Electrical Conduit	30	lin.ft.	2.00	60.00
1/2-inch Water Pipe	2,240	lin.ft.	0.50	1,120.00
3/4-inch Water Pipe	1,440	lin.ft.	0.60	864.00
1-inch Water Pipe	1,370	lin.ft.	0.70	959.00
1-1/4 inch Water Pipe	1,030	lin.ft.	0.80	824.00
1-1/2 inch Water Pipe	230	lin.ft.	1.00	230.00
2-inch Water Pipe	1,900	lin.ft.	1.50	2,850.00
2-1/2 inch Water Pipe	800	lin.ft.	2.00	1,600.00
2-inch Automatic Control Valves	23	only	50.00	1,150.00
1/2-inch Manual Drain Valves	16	only	8.00	128.00
2-1/2 inch Gate Valves	1	only	25.00	25.00
2-inch Vacuum Breakers	23	only	25.00	575.00
Shrubbery Sprinkler Heads	395	only	1.50	592.50
3/4-inch Quick-Coupling Hose Valves	6	only	9.50	57.00
36-Section Automatic Sprinkler Controller	1	only	750.00	750.00
2-1/2 inch Galvanized Steel Pipe (Conduit)	30	lin.ft.	2.50	75.00
Furnishing and Planting Trees	90	only	10.00	900.00
Furnishing and Planting Shrubs	730	only	4.00	2,920.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	7,800	only	0.22	1,716.00
Furnishing and Planting Vines, English Ivy	7,500	only	0.20	1,500.00
Roadside Seeding	1.30	acres	300.00	390.00

Grass Seed, Creeping Red Fescue	25 lbs.	$ 0.40	$ 10.00
Grass Seed, Chewings Fescue	20 lbs.	0.30	6.00
Grass Seed, White Clover	6 lbs.	0.95	5.70
Grass Seed, Perennial Ryegrass	9 lbs.	0.20	1.80
Inorganic Fertilizer, 10-16-8	34 cwt.	5.25	178.50
Manure Fertilizer	105 cu.yds.	5.50	577.50
Mulch Material	115 units	13.00	1,495.00
Shoring, Cribbing, etc.	All Required (50%)		250.00
Structural Excavation	60 cu.yds.	10.00	600.00
Structural Excavation below Elevation Shown	5 cu.yds.	20.00	100.00
Class "A" Concrete	All Required (50%)		1,760.00
Metal Reinforcement	All Required (50%)		304.00
			$39,125.25
Flagging (57½% of Contractor's Cost)	All Required		$ 30.00
Install Meter	All Required		250.00
			$ 280.00
	Subtotal		$39,405.25
	10% Engr. & Cont.		3,939.75
	Total		$43,345.00

Length of Project - - - - - 0.000 Mile

Federal Funds -	$39,800.00
State Funds -	3,545.00
	$43,345.00

Oregon State Highway Department

Federal Aid
Project No. I-5-4(49)193

JUDKINS POINT INTERCHANGE SECTION OF

THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 22, 1962

Type Code Y005
Roadside Improvement (Sta. 600+00)

Blade Grader	70	hrs.	$ 15.00	$ 1,050.00
Tractor and Dozer	120	hrs.	20.00	2,400.00
Front End Loader	120	hrs.	15.00	1,800.00
Dump Trucks	120	hrs.	7.50	900.00
Furnishing and Placing Topsoil	3,000	cu.yds.	3.00	9,000.00
Preparation of Slopes Under Structures	All	Required (50%)		100.00
3/4" - 0 Crushed Material	12	cu.yds.	10.00	120.00
Class "C" Asphaltic Concrete	20	tons	15.00	300.00
1-Inch Electrical Conduit	45	lin.ft.	1.25	56.25
1 1/2-Inch Electrical Conduit	90	lin.ft.	1.50	135.00
2-Inch Electrical Conduit	30	lin.ft.	2.00	60.00
1/2-Inch Water Pipe	2,240	lin.ft.	0.50	1,120.00
3/4-Inch Water Pipe	1,440	lin.ft.	0.60	864.00
1-Inch Water Pipe	1,370	lin.ft.	0.70	959.00
1 1/4-Inch Water Pipe	1,030	lin.ft.	0.80	824.00
1 1/2-Inch Water Pipe	230	lin.ft.	1.00	230.00
2-Inch Water Pipe	1,900	lin.ft.	1.50	2,850.00
2 1/2-Inch Water Pipe	800	lin.ft.	2.00	1,600.00
2-Inch Automatic Control Valves	23	only	50.00	1,150.00
1/2-Inch Manual Drain Valves	16	only	8.00	128.00
2 1/2-Inch Gate Valves	1	only	25.00	25.00
2-Inch Vacuum Breakers	23	only	25.00	575.00
Shrubbery Sprinkler Heads	395	only	1.50	592.50
3/4-Inch Quick-coupling Hose Valves	6	only	9.50	57.00
36 Section Automatic Sprinkler Controller	1	only	750.00	750.00
2 1/2-Inch Galvanized Steel Pipe (Conduit)	30	lin.ft.	2.50	75.00
Furnishing and Planting Trees	90	only	10.00	900.00
Furnishing and Planting Shrubs	730	only	4.00	2,920.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	7,800	only	0.22	1,716.00
Furnishing and Planting Vines, English Ivy	7,500	only	0.20	1,500.00
Roadside Seeding	1.30	acres	300.00	390.00
Grass Seed, Creeping Red Fescue	25	lbs.	0.40	10.00
Grass Seed, Chewings Fescue	20	lbs.	0.30	6.00
Grass Seed, White Clover	6	lbs.	0.95	5.70
Grass Seed, Perennial Ryegrass	9	lbs.	0.20	1.80

Inorganic Fertilizer, 10-16-8	34 cwt.	5.25	$ 178.50
Manure Fertilizer	105 cu.yds.	5.50	577.50
Mulch Material	115 units	13.00	1,495.00
Shoring, Cribbing, Etc.	All Required (50%)		250.00
Structural Excavation	60 cu.yds.	10.00	600.00
Structural Excavation, Below Elevation Shown	5 cu.yds.	20.00	100.00
Class "A" Concrete	All Required (50%)		1,760.00
Metal Reinforcement	All Required (50%)		304.00
			$40,435.25

Flagging (57 1/2% of Contractors Cost)	All Required	$ 30.00
Install Meter	All Required	250.00
		$ 280.00

Subtotal	$40,715.25
10% Engr. & Cont.	4,070.75
Total	$44,786.00

Length of Project - - - - - - - - - - - - 0.000 Mile

Federal Funds - $41,200.00
State Funds - 3,586.00
$44,786.00

DEC 10 1962

FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

(22)

6174

December 10, 1962

E. P. Baltz & Son
9817 E. Burnside St.
Portland 16, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #6174, awarded November 1, 1962 for roadside improvement on the Judkins Point Interchange Section of the Pacific and McKenzie Highways in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rn

Encl.

RECEIVED
[illegible] 1962
FOR [illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 1, 1962

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project U-161(29)
Judkins Point Interchange Section
Pacific Highway (Roadside Improvement)
Combined for contract with Project I-5-4(49)193

As requested in Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur, as of this date, in award of Contract No. 6174 to E. P. Baltz and Son of Portland, Oregon, low bidder in the total amount of $50,362.06 for this project and Project I-5-4(49)193 at the October 30, 1962 bid opening.

original To Young
11-9-62

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OCT 10 1962

FOR FILING

U 161 ([illegible])

[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 8, 1962

By:

A. W. Parsons, Division Engineer
Salem, Oregon

G. R. Brooks
District Engineer

08-35.2-0

Oregon Project I-5-4(49)193
Judkins Point Interchange Section,
Pacific Highway - To be combined for contract with
Project U-161(29), McKenzie Highway
Roadside Improvement

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Holt's October 5, 1962 letter.

original To Young
10-10-62

NOTED
R. L. PORTER

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AUG 15 1962
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U-161(29)
[illegible]

477 Cottage Street N.E.
Salem, Oregon

August 13, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Federal-aid Urban Program

Reference is made to Mr. Young's August 3, 1962 letter concerning Items 129 and 130, to be included in the captioned program.

Approval was granted by our Regional office for Item 129, effective August 10, 1962. On Item 130, action has been delayed pending the 1964 fiscal year funds apportionment.

The approved item covers the Stage 2 project for landscaping the portions of the Judkins Point Interchange outside the areas eligible for Interstate funds. It is understood that Item 259, Project I-5-4(49)193 will be let in conjunction with Item 129 on the September 18th letting.

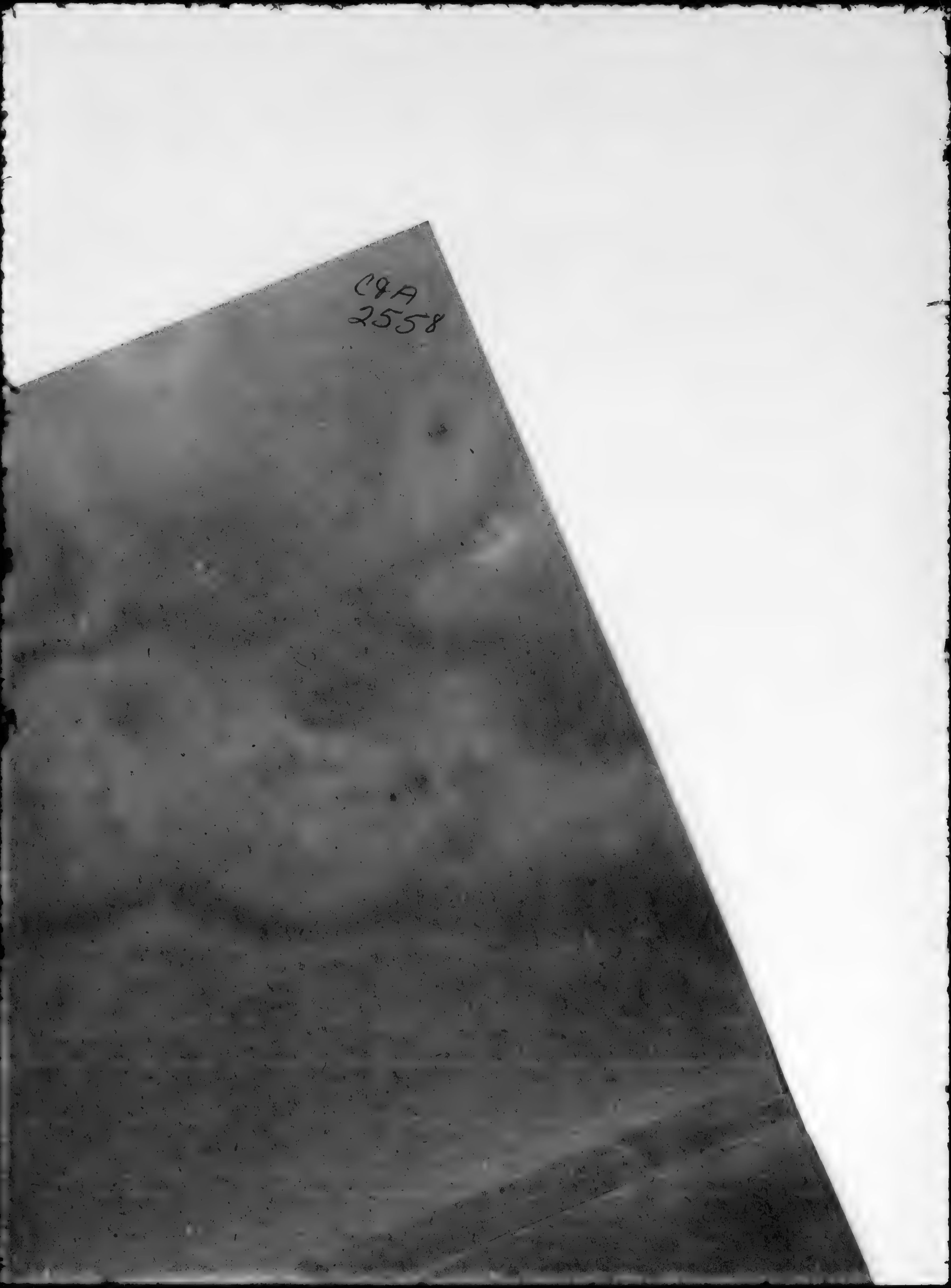
The project included in this approval is listed as follows:

Item	Project	Location	Proposed Work
129	U-161(29)	Judkins Point Interchange	Landscaping

The unprogramed balance of these funds is $599,137, according to our records of this date.

[illegible] To Young
8 14 62

I-5-4(70) Judkins Pt. Interch. Illumin. 1962
123 Install., Pacific Hwy.
M175


C&A
2558

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JUL 10 1963
FOR FILING

I-5-4(50)93

6175

July 10, 1963

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

On July 1, 1963, we wrote to you concerning release of final payment on contract #6175, awarded to Steeck Electric Co., for the illumination of the Judkins Point Interchange on the Judkins Point-Goshen Section of Pacific Highway in Lane County.

Final payment on this contract is $444.50 and the total contract amount is $6,358.22, including $8.22 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Steeck Electric Co.,
P. O. Box 1243
Medford
Oregon

cc: C. H. Maison
Attn.: John Herr

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JUL 1 - 1963
FOR FILING

[illegible]

[illegible]

June 28, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed May 20 on Contract No. 6175. The contract was with the Steeck Electric Company and was for work on the Judkins Point Interchange Illumination on the Pacific Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project, effective June 28, 1963, and that you concur in this procedure at the Commission meeting on July 16.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Mr. Floyd Query
   Mr. R. L. Porter
   Mr. P. M. Stephenson
   Mr. V. D. Wolfe
   Mr. Ivan Merchant
   Mr. L. H. Young
   Mr. C. H. Maison

PMS:er

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MAR 14 1963

FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-5-4(50)193
6175

March 13, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Re: Judkins Point Interchange Illumination
Contract No. 6175
FAP No. I-5-4(50)193

Dear Mr. Parsons:

Steeck Electric Company began work on the Judkins Point Interchange Illumination project on the Pacific Highway in Lane County, Contract No. 6175, Federal-aid Project No. I-5-4(50)193, on February 18, 1963.

Very truly yours,
ORIGINAL SIGNED

Ivan D. Merchant
Bridge Engineer

dl
cc: Floyd Query
D. B. Parkes
L. H. Young
C. H. Maison

RECEIVED
DEC 18 1962
FOR FILING

Contract 6175

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 84

PROJECT REPORT NO. [illegible]
6175

FORM R-2
(REV. 5-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

TE: Oregon
COUNTY: Lane
PROJECT NO.: I-5-4(50)193

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99 - Judkins Point So. Eugene Interchange

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-8-62	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,095.00	$ 6,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By L. L. Posten

Asst State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By XX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
Administrative Manager

Date executed by Division Engineer December 13, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal Aid
Project I-5-4(50)193

JUDKINS POINT-GOSHEN SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 26, 1962

Type Code X030
Illumination (Sta. "L2" 602+28 through Equa. 603+50.06 = "L" 202+88.88 to Sta. "L" 211+95) (Contract No. 6175)

Illumination Installation	All Required	$ 6,350.00
		$ 6,350.00
Flagging (57½% of Contractor's Cost)	All Required	100.00
	Subtotal	$ 6,450.00
	10% Engr. & Cont.	645.00
	Total	$ 7,095.00

Length of Project . . . . 0.000 Miles

Federal Funds	$ 6,500.00
State Funds	595.00
	$ 7,095.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Federal-Aid
Project I-5-4(50)193

Oregon State Highway Department

JUDKINS POINT-GOSHEN SECTION OF THE

PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 17, 1962

Type Code Y030
Illumination (Sta. "L2" 602+28 through Equa. 603+50.06 - "L" 202+88.88 to Sta. "L" 211+95)

Illumination Installation	All Required	$7,800.00
		$7,800.00
Flagging (57½% of Contractor's Cost)	All Required	$ 100.00
	Subtotal	$7,900.00
	10% Engr. & Cont.	790.00
	Total	$8,690.00

Length of Project - - - - - - 0.000 Mile

Federal Funds	$7,900.00
State Funds	790.00
	$8,690.00

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NOV 2 1962
FOR FILING

FORM
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 2, 1962

Sloeck Electric Company
P. O. Box 1443
Medford, Oregon

Gentlemen:

The State Highway Commission on **November 1, 1962** awarded to you State Highway Contract No. **6179** for the following project:

Judkins Point Interchange Illumination Installation

Pacific Highway in Lane County.

This award was based on your low bid of **$6,330.00** which was submitted to the Commission on **October 30, 1962** for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

hl
cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 1, 1962

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.4-0

Oregon Project I-5-4(50)193
Judkins Point-Goshen Section, Pacific Highway
(Interchange Illumination)

As requested in Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur, as of this date, in award of Contract No. 6175 to Steeck Electric Company of Medford, Oregon, low bidder in the amount of $6,350.00 at the October 30, 1962 bid opening.

original To Young
copy To Merchant
11-9-62

RECEIVED
NOV 7 1962

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FOR FILING
I-5-4([illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 8, 1962

08-35.2-0

A. W. Parsons, Division Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project I-5-4(50)193, Judkins Point Interchange Section
Illumination

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Holt's October 5, 1962 letter.

Original To Young
10-10-62

NOTED
[illegible]

RECEIVED
OCT 16 1962
FOR FILING

I-5-4(50)1[illegible]

6175

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
September 27, 1962

Agenda Item 4-f

Illumination Agreement
Judkins Point Interchange
Pacific Highway
City of Eugene

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with the City of Eugene covering illumination work at the Judkins Point Interchange Section of the Pacific Highway (Interstate 5) in Eugene.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Eugene, Oregon.

Secretary

rn
Attach: 1

RECEIVED
P 5 1962
FOR FILING

I 5-4 (40) 11

6175

August 31, 1962

Oregon State Highway Commission

Gentlemen:

On the agenda for September 20 meeting there will be, for your consideration, an agreement with the City of Eugene which covers illumination work at the Judkins Point Interchange; this is on Interstate Route 5 in the city. The agreement basically calls for the State to install and maintain luminaire units along the interstate highway near the southerly end of the Willamette River Bridge. It calls for the City to install and maintain luminaire units along the interchange leg leading to and from Eugene, and it further provides that the City will pay for all electrical energy consumed.

It is planned to advertise the State's portion of this work at the next bid opening. This will be a federal-aid interstate project with an estimated cost of $9,000.

It is recommended that you approve the matter and authorize the Secretary to sign the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Tom Edwards
Victor D. Wolfe
H. S. Cox
C. H. Maison

RLP:ajw hlb

[illegible] 1962

FOR FILING

I-5-4 (3) [illegible]

6175

August 24, 1962

459

Eugene Water and Electric Board
500 Fourth Avenue East
Eugene, Oregon

Attention Mr. E. F. Whitney

Gentlemen:

During a recent telephone conversation with a representative of our Traffic Engineering Division, you requested information concerning certain technical details of the illumination which will be installed at the Judkins Point Interchange. It is understood that this information is needed in order to coordinate the Eugene Water and Electric Board's lighting which the City will be installing on the ramp system adjacent to the State's lighting installation. The necessary information is listed below:

NORTHBOUND OFF-RAMP

1. The transverse distance from the edge of the travel lane to the center of each pole is seven feet.

2. The last light in the State's system and the one closest to the City's installation is located at Station "L5R" 202+23.

3. All mast arm lengths are ten feet, measured from the face of the poles.

4. The luminaires adjacent to the City's system will be mercury vapor luminaires, with Type II distribution and utilizing a 20,000 lumen lamp.

5. All light sources will be 30 feet above the ramp pavement surface.

6. Circuit voltage on all lamps is 240 volts.

SOUTHBOUND ON-RAMP

1. The transverse distance from the edge of the travel lane to the center of each pole is eight feet.

2. The first light in the State's system and the one closest to the City's installation is located at Station "L6R" 202+70.

3. All mast arm lengths are ten feet, measured from the face of the poles.

4. The luminaires adjacent to the City's system will be mercury vapor luminaires, with Type II distribution and utilizing a 20,000 lumen lamp.

5. All light sources will be 30 feet above the ramp pavement surface.

6. Circuit voltage on all lamps is 240 volts.

We are also transmitting a set of the Oregon State Highway Department's standard detail sheets for illumination installations. These sheets will show you information concerning the general design which will be used at the Judkins Point Interchange. It would be desirable, from an appearance standpoint, if the two systems could be compatible insofar as design details are concerned.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
G. S. Paxson
F. B. Crandall

LEG:mgm jw

RECEIVED
MAY 14 1962
FOR FILING

I-5-4(50)193
6175

May 7, 1962

Mr. Hugh McKinley
City Manager
City Hall
Eugene, Oregon

Dear Mr. McKinley:

There is attached a print showing certain proposed illumination at the Judkins Point Interchange with I-5 in Eugene. We have designated the following on the sketch:

1. In red - Proposed mercury vapor luminaires to be installed by the State.
2. In green - Existing mercury vapor luminaires installed by the City.
3. In brown - Proposed mercury vapor luminaires to be installed by the City.

The Highway Department is willing to proceed with the installation of the units shown in red if the City will fill the gap as shown in brown between existing and proposed units at its sole expense, and further that the City will assume cost of operation of the units installed by the Department. Inasmuch as the units shown in red are on the Interstate Highway System, the State is willing to maintain them at its expense as maintenance will be necessary in an environment of high-speed, high-density traffic.

We feel that it is necessary to have continuous illumination between the ramp terminals at the Judkins Point Interchange with I-5 and your existing lineal lighting system on Franklin Boulevard. We do not feel it is a desirable thing for a motorist to drive from a lighted area to a darkened area, thence to a lighted area. The Department would not be inclined to install the units shown in red unless the City installed the units shown in brown. We also feel that the presence of all these units will enhance the serviceability of the primary entrance to Eugene from the south.

Your decision on this matter at an early date would be appreciated, since the illumination as outlined should be let to contract soon so that the traffic utilizing the interchange area might benefit from it.

Very truly yours,

Forrest Cooper
State Highway Engineer

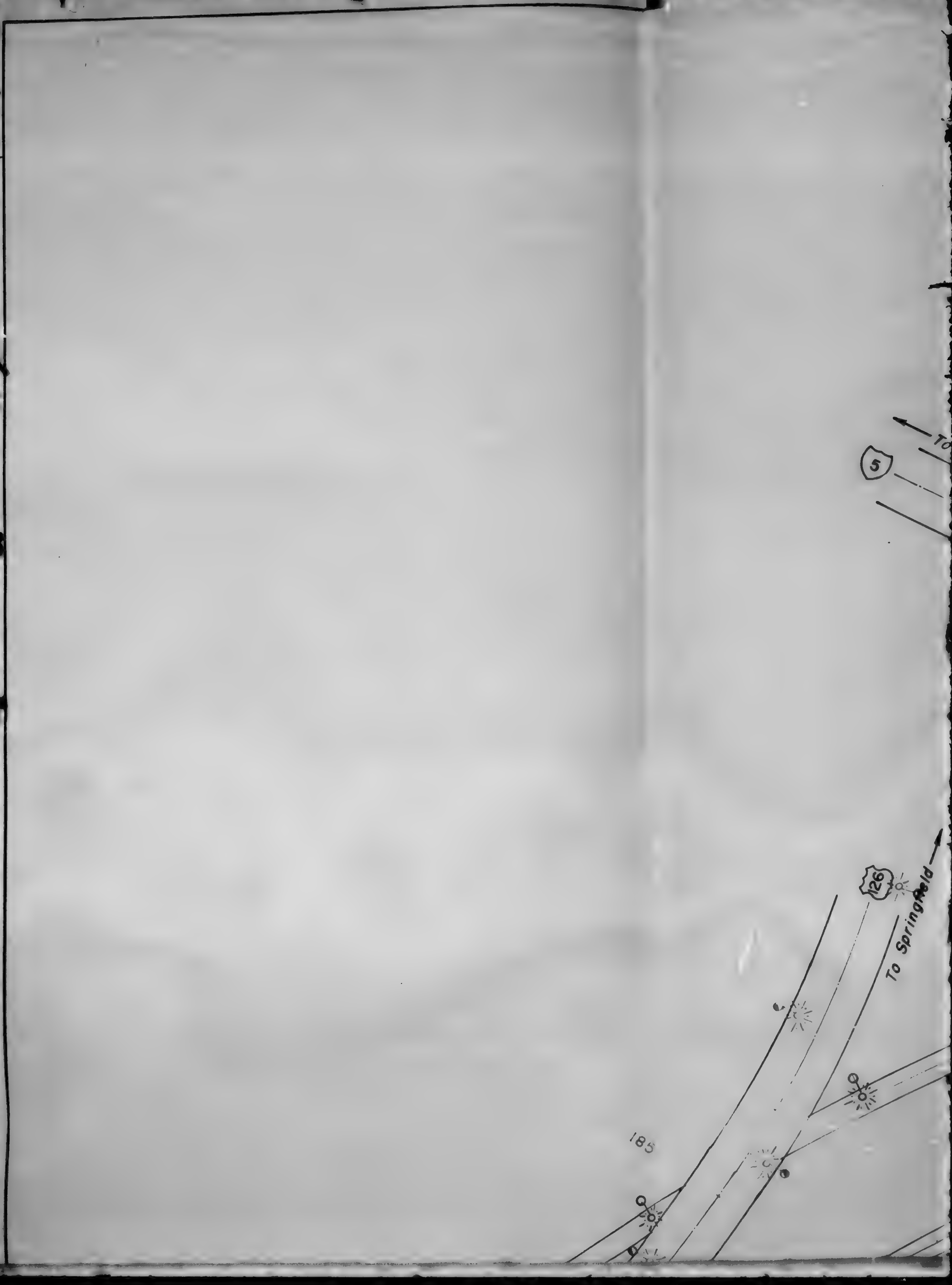
By

Tom Edwards
Assistant State Highway Engineer

Attachment

cc Forrest Cooper
G. S. Paxson
F. B. Crandall
C. H. Maison
L. R. Chandler

JAH;njc jw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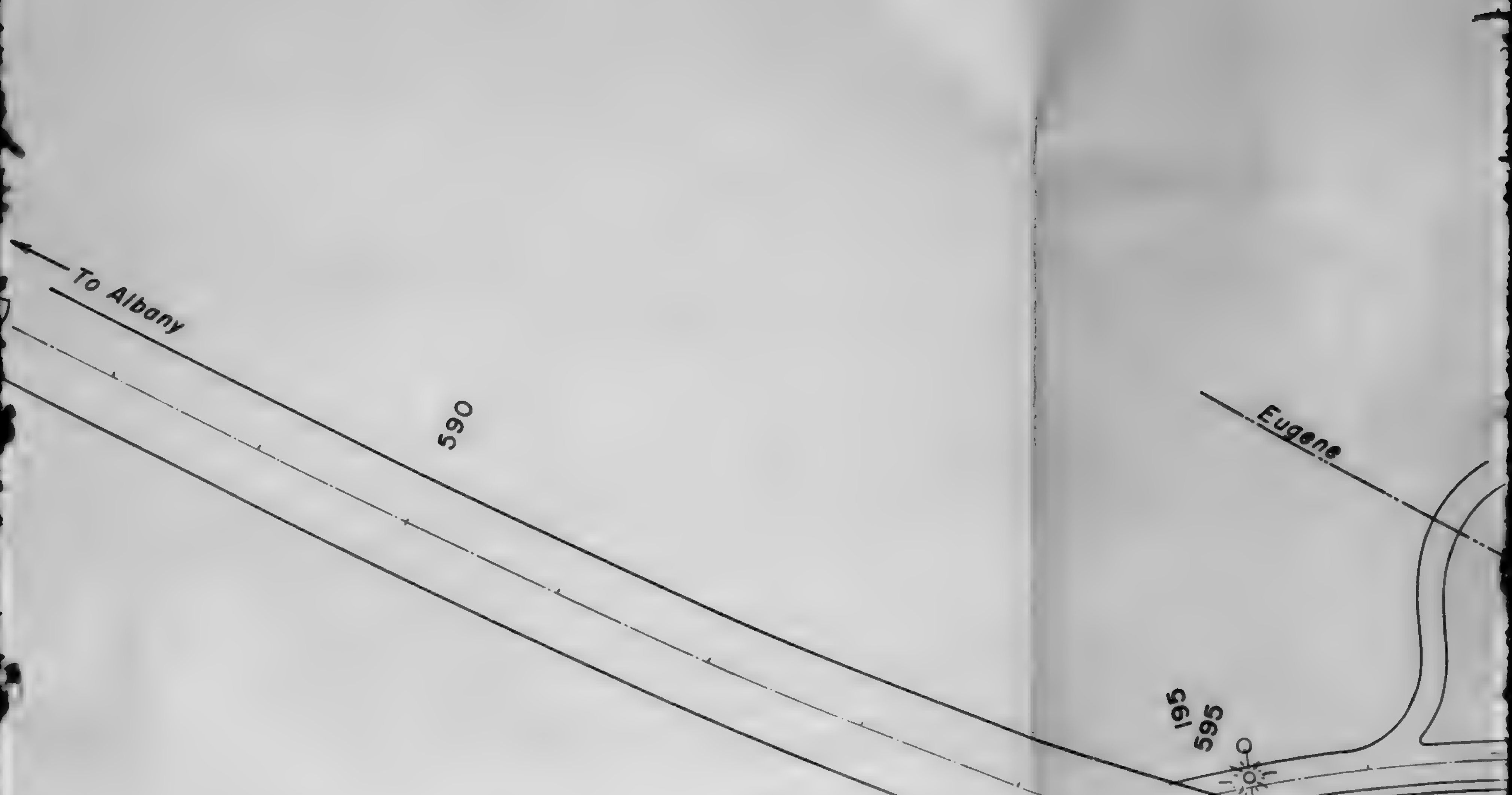
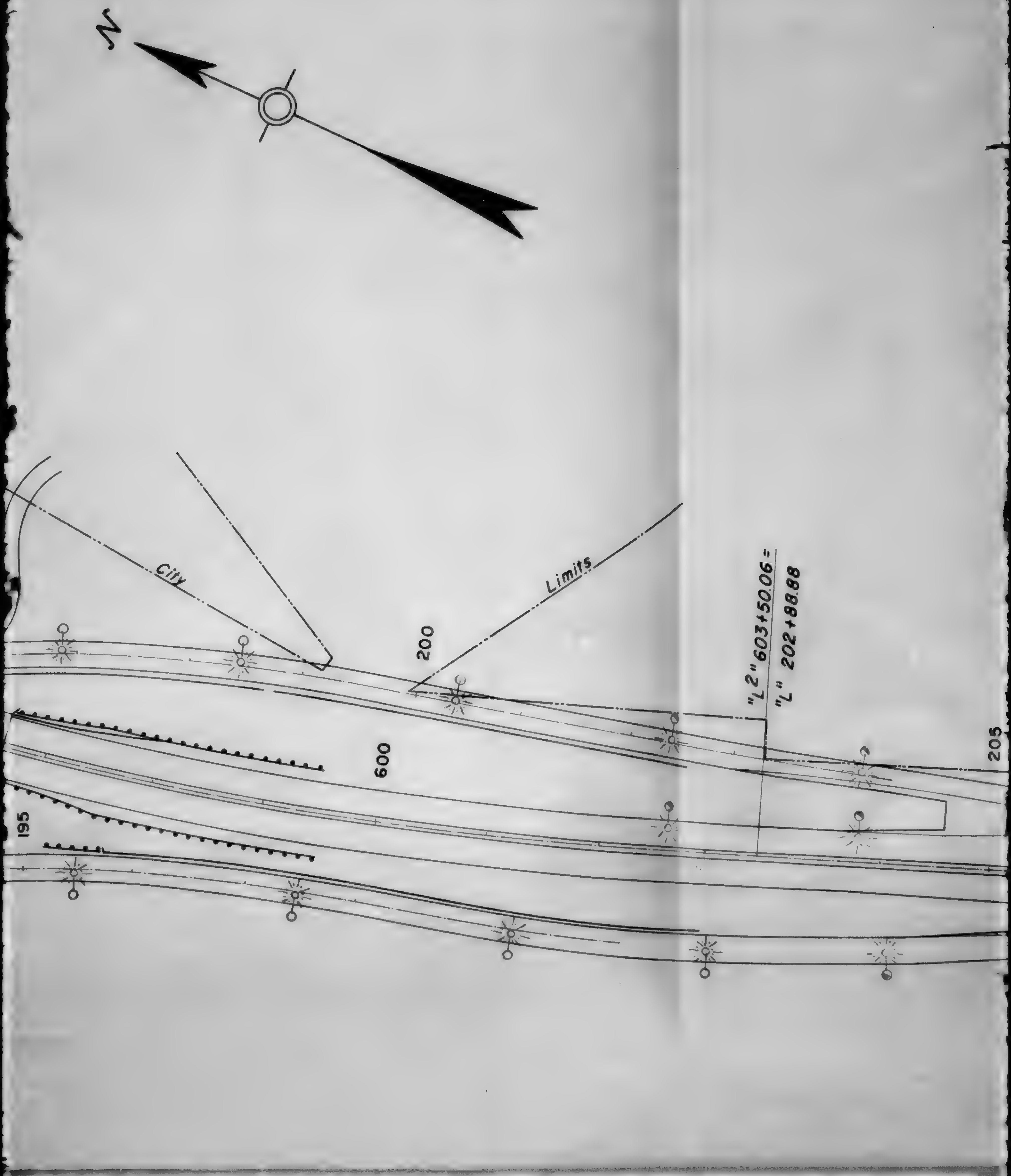
To Springfield
185

JU



JUDKINS POINT INTERCHANGE



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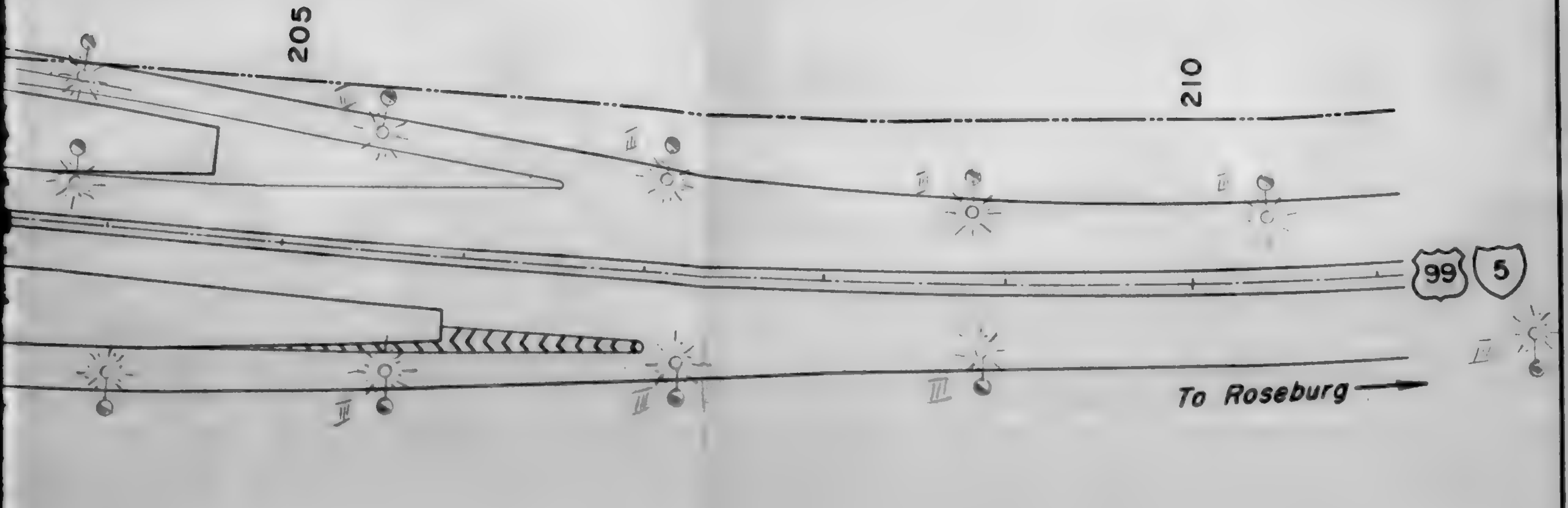
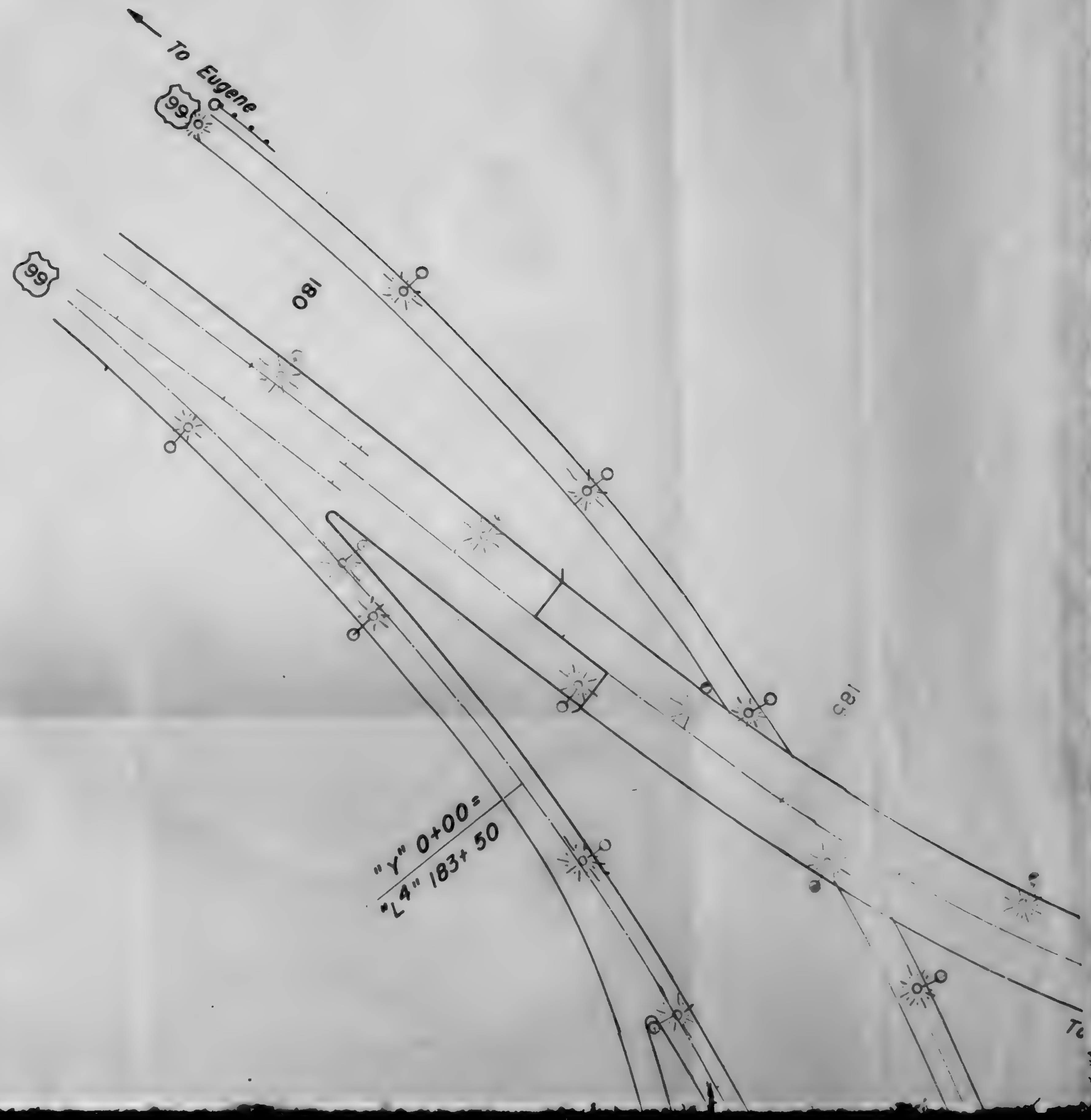
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON			

SCALE 0 100 200 400 FEET

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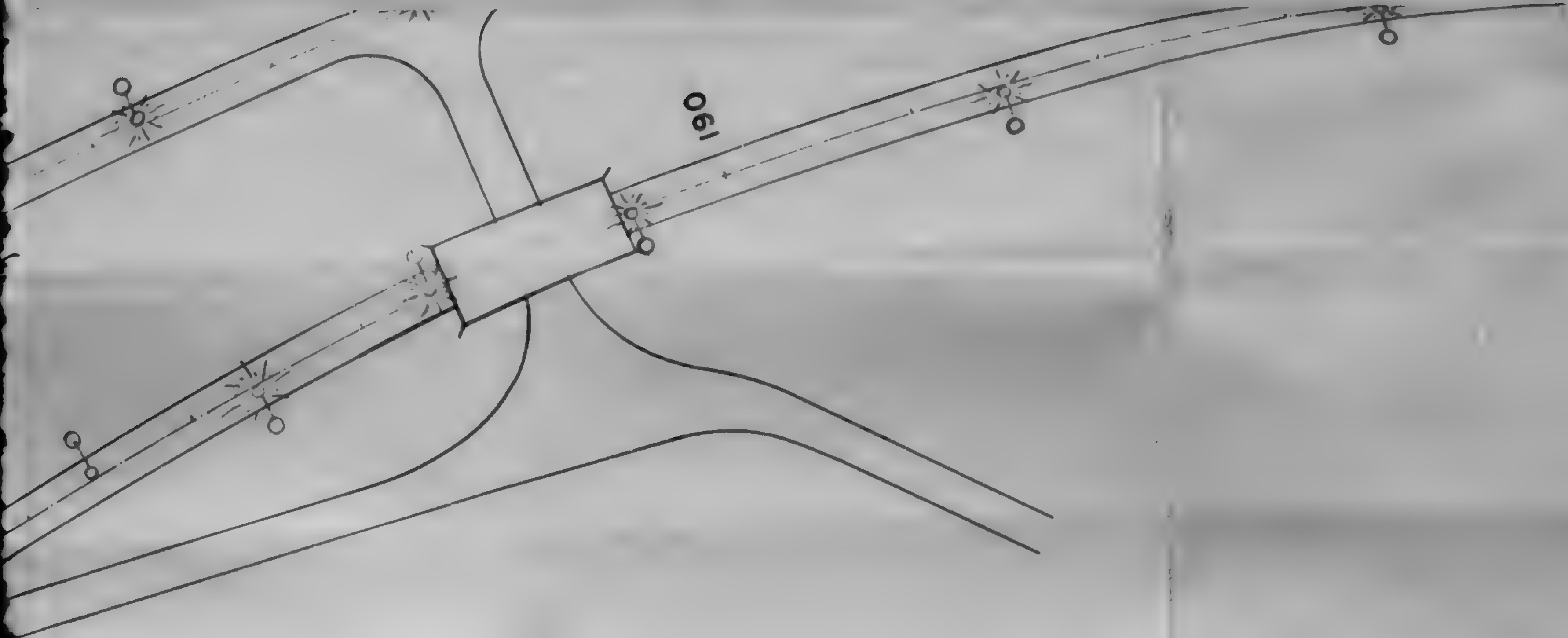
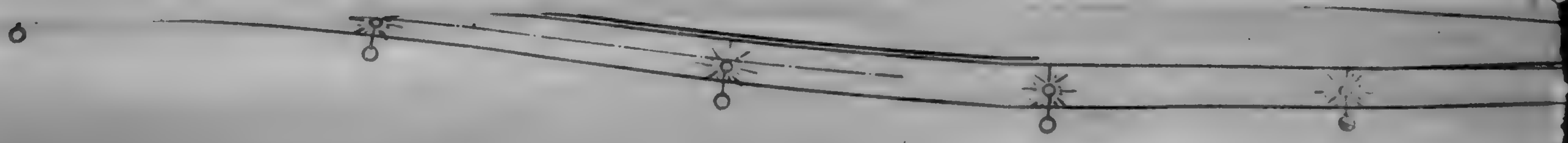
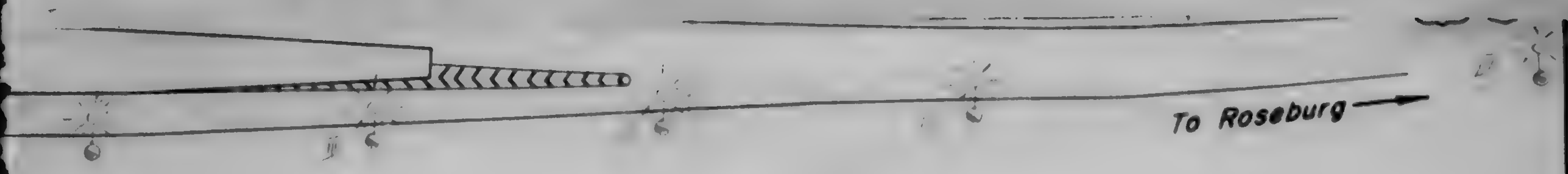
To


190





LEGEND

✳—● Proposed mercury-vapor luminaire, Type II or III, 20,000 lumen lamp to be installed by State. Maintenance and energy cost by City of Eugene.

✳—● Existing mercury-vapor luminaire (City of Eugene)

✳—○ Proposed mercury-vapor luminaire Type II, 20,000 lumen lamp, to be installed, operated and maintained by City of Eugene.

APPROVED

TRAFFIC ENGINEER

/ /

DATE

RECEIVED
MAY 8 1962
FOR FILING

I 5-4 (St. [illegible])

I105

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
May 2, 1962

SUBJECT: Lineal Illumination
"Q" Street

To: L. E. George
Traffic Operations Engineer
OFFICE

Will you work up the necessary proposal to submit to the Bureau of Public Roads for the lineal illumination of I105, not only the existing portion but the proposed portion, so that we might submit it to the Bureau for its consideration.

This would mean that we would also request reconsideration of complete illumination of the "Q" Street Interchange between I5 and I105.

J. Al. Head
Assistant Traffic Engineer

JAH:njc
CC: Tom Edwards ✓

NOTED
TOM EDWARDS

RECEIVED
MAY 3 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1962
FOR FILE
I-5-4(5-)193
6175

CD-121

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 13, 1962

CG Polk

FROM : C. G. Polk, Division Engineer
08-35.2-DA Salem, Oregon

SUBJECT: Oregon Project I-5-4(-)193
Illumination of "Q" Street and Judkins Point Interchanges

Mr. Edward's letter, dated January 23, 1962, submitted proposed plans for extending the partial illumination at "Q" Street interchange to provide full illumination and plans for the illumination of Judkins Point interchange.

The proposed plans were forwarded to our San Francisco office for review. Their review indicates that the proposed layout would be adequate, and should provide a uniform lighting pattern throughout the paved area. However, they recommend that adequate delineation on the curving ramps will do much to alleviate the problem now being experienced, at "Q" Street interchange.

It is the recommendation of this office that delineators be installed on the ramps of the "Q" Street interchange in accordance with the new standards set forth in the AASHO Manual for Signing and Pavement Marking, 1961 Edition. After the elapse of a sufficient time of operation (approximately 1 year) another evaluation should be made. If at that time operational difficulties are still being noted then we will be most willing to consider a proposal to completely illuminate the interchange ramps.

The city of Eugene should be encouraged to extend their existing street lighting pattern out to the termination of the ramp lighting on the northbound off-ramp, Station 202.

[illegible]

CC [illegible] 4.16.62

RECEIVED
1962
FOR FILING
5-4 [illegible]
6175

January 23, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Polk:

There are attached copies of a proposed illumination plan for the "Q" Street Interchange. As you know, we have completed one illumination contract at this interchange that involved only illumination of critical areas. The attached plan proposes lineal illumination throughout the entire interchange area.

The existing illumination is inadequate to properly illuminate an interchange of this magnitude and importance involving an intersection of two interstate routes. The lighting which has been installed needs to be extended throughout the interchange on both of the interstate routes, in order to eliminate dark areas that presently exist, particularly on the ramp systems. Because of the existing vertical and horizontal ramp alignments and the close proximity of the collector-distributor road to the highway, these dark areas create a hazard and an insecure feeling on the part of the nighttime driver. These effects are a result of the interaction of the geometric design and movement of traffic which could not be anticipated prior to the opening of the interchange. These conditions would be eliminated through the extension of the lighting system as shown in red on the proposed plans.

It is proposed that this project be let to contract as a portion of the Judkins Point illumination project, a copy of which is also attached.

Your early attention and approval of these requests will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attach.

cc Forrest Cooper
G. S. Paxson
F. B. Crandall

LEG:mm/tm jw

S-234(20) Struc., Grad. & Paving on Noti 1962
Br. Sec., Mapleton-Eugene Hwy.

#6176

RECEIVED
AUG 2 9 1963

FOR FILING

6176

August 29, 1963

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On July 12, 1963 we wrote to you concerning release of final payment on contract #6176, awarded to Hamilton & Thoms, Inc., for structure, grading & paving the Noti Bridge Section of the Mapleton-Eugene Highway in Lane County.

Final payment on this contract is $7,678.73 and the total contract amount is $57,626.56, including $108.70 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Hamilton & Thoms, Inc.
P. O. Box 726
Eugene, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
JUL 1 2 1963

FOR FILING

5-287([illegible])

6176

July 11, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed July 5 on Contract No. 6176. The contract was with Hamilton & Thoms, Inc., and was for work on the Noti Bridge Section of the Mapleton-Eugene Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project, effective July 11, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

FORM E-123X

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
JUL 11 1963
FOR FILING
S-234(20)
6176

July 10, 1963

Mr. A. W. Parsons
Division Engr.
Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Re: Noti Bridge
Contract No. 6176
FAS No. S-234(20)

Dear Sir:

Hamilton & Thoms, Inc. completed work on the Noti Bridge Section on the Mapleton-Eugene Highway in Lane County, Contract No. 6176, Federal-aid Secondary Project No. S-234(20), on July 5, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: Floyd Query
D. B. Parkes
L. H. Young
C. H. Maison

NOTED ON CARD
LC

NOTED
FLOYD QUERY

RECEIVED
FEB 8 - 1963

FORM E-30X—50M—5-62 43909

FOR FILING

61-76

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 31, 1963

SUBJECT: Construction Speed Zone
Mapleton-Eugene Highway

Agenda Item: 3b(2)

To:

MEMO TO FILE

The State Highway Commission at its meeting of January 31 approved the establishment of the following temporary construction speed zone:

35 MPH ... for the detour on the Mapleton-Eugene Highway at Noti Bridge between M.P. 27.5 and 28.5 in Lane County, effective 12 Noon, January 16, 1963.

F. B. Crandall
Traffic Engineer

njc

cc: Tom Edwards
Frank Morgan
L. R. Chandler
G. L. Clark
D. J. Sage

RECEIVED
JAN 21 1963
FOR FILING

5-234(20)

6176

9

January 18, 1963

Oregon State Highway Commission

Gentlemen:

Your approval is requested for the establishment of a 35-mile-per-hour construction speed zone for the detour on the Mapleton-Eugene Highway No. 220, at Noti Bridge between M.P. 27.5 and M.P. 28.5 in Lane County.

This restriction will be placed in effect at 12:00 noon, Wednesday, January 16.

This matter will be on the agenda for your consideration at the January 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Lloyd P. Shaw
Victor D. Wolfe
F. B. Crandall

VPJ:pk bbc

34(20)
6176

RECEIVED
JAN 21 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6176

January 16, 1963

Mr. Holly Holcomb, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Holcomb:

Effective 12:00 noon, January 16, 1963, permission was granted for the establishment of a 35 MPH construction speed zone on the Mapleton-Eugene Highway between M.P. 27.5 and M.P. 28.5 in Lane County.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

pk
bc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
JAN 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Contract 6176

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. RECEIVED DEC 12 1962	FO PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Lane
		PROJECT NO. S-234(20)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. 0.5 mi. East of Noti

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-27-62	0.057
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 64,559.00	$ 40,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________________

Ass't State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

L R Backlund
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer December 6, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Federal-Aid
Project No. S-234(20)

Oregon State Highway Department

NOTI BRIDGE SECTION OF THE MAPLETON-EUGENE HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 14, 1962

Type Code 6201
Roadway (Sta. 237+50 to Sta. 240+50)(Contract 6176)

Clearing and Grubbing	All Required		$ 4,000.00
Drainage Excavation, Unclassified	76 cu.yds.	$ 3.00	228.00
General Excavation, Unclassified	2,900 cu.yds.	1.00	2,900.00
Loose Riprap	300 cu.yds.	4.00	1,200.00
18-inch Concrete Pipe	32 lin.ft.	4.00	128.00
Metal Guard Rail	54 lin.ft.	4.00	216.00
Type 2 Barricade	110 lin.ft.	5.00	550.00
Salvage and Reinstall Guard Rail	54 lin.ft.	2.00	108.00
Guard Rail Salvaged Barricade	110 lin.ft.	2.00	220.00
Coarse Crushed Material in Base	520 cu.yds.	4.00	2,080.00
3/4" - 0 Material in Base	100 cu.yds.	5.00	500.00
Sprinkling	16 M-gal.	5.00	80.00
Class "B" Asphaltic Concrete	220 tons	10.00	2,200.00
			$14,410.00
Flagging (57½% of Contractor's Cost)	All Required		$ 300.00
	Subtotal		$14,710.00
	10% Engr. & Cont.		1,471.00
	Total		$16,181.00

Type Code X020
Noti Bridge (Br. #4075-A)(Sta. 238+50 to Sta. 239+60)(Contract 6176)

Remove Existing Bridge	All Required		$ 3,000.00
Detour Trestle	All Required		9,000.00
Shoring, Cribbing, etc.	All Required		3,500.00
Structural Excavation	200 cu.yds.	$ 5.00	1,000.00
Structural Excavation Below Elevation Shown	30 cu.yds.	10.00	300.00
Furnish 10" BP 42# Steel Piling	240 lin.ft.	5.00	1,200.00
Drive Steel Piles	8 only	100.00	800.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (285 cu.yds.)	All Required		17,000.00
Metal Reinforcement (60,000 lbs.)	All Required		8,000.00
8-inch Metal Drain Pipe	20 lin.ft.	4.00	80.00
	Subtotal		$43,980.00
	10% Engr. & Cont.		4,398.00
	Total		$48,378.00

Length of Roadway - - - - -	0.036 Mile
Length of Structure - - - -	0.021 Mile
Total Length- - - - - - - -	0.057 Mile
Cost of Roadway Per Mile- -	$449,472.22

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$16,181.00	$10,100.00	$ 6,081.00
Structure	48,378.00	30,400.00	17,978.00
	$64,559.00	$40,500.00	$24,059.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
NOV 14 1962
FOR FILING

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1962

SUBJECT:

To:

Mr. D. B. Parkes
Contract Payments
OFFICE

Hamilton & Thoms, Inc. began work on the Noti Bridge project on the Mapleton - Eugene Highway in Lane County, Contract No. 6176, FAP No. S-234(20), on November 5, 1962.

Ivan D. Merchant
Bridge Engineer

dl
cc: Floyd Query ✓

NOTED
FLOYD QUERY

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
NOV 2 1962
FOR FILING

6176

November 2, 1962

Hamilton & Thoms, Inc.
P. O. Box 7[illegible]6
Eugene, Oregon

Gentlemen:

The State Highway Commission on November 1, 1962 awarded to you State Highway Contract No. 6176 for the following project:

Structure, grading and paving on Noti Bridge Section of Mapleton-Eugene Highway, Lane County.

This award was based on your low bid of $58,399.00 which was submitted to the Commission on October 30, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

al
cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

20-1092 Devils Elbow Slide Viaducts, 1962
Oregon Coast Hwy.
#6177

RECEIVED
AUG 19 1963
FOR FILING

August 19, 1963

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On June 7, 1963, we wrote to you concerning release of final payment on contract #6177, awarded to Orlando C. Bennard & Glenn Snook, for construction of the Devils Elbow Slide Viaduct on the Oregon Coast Highway in Lane County.

Final payment on this contract is $4,481.68 and the total contract amount is $150,235.55, including $477.15 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. Orlando C. Bennard, &
Mr. Glenn Snook
2191 Friendly Street
Eugene, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUN 7 - 1963

FOR FILING

20-1092

6177

June 7, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed May 22 on Contract 6177. The contract was with Orlando C. Bennard and Glen Snook and was for work on the Devil's Elbow Slide Viaduct on the Oregon Coast Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project, effective June 7, 1963, and that you concur in this procedure at the Commission meeting on June 10.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Ivan Merchant
L. H. Young
C. H. Maison
V. D. Wolfe
PMS:er

RECEIVED
NOV 27 1962
FOR FILING

6177

November 26, 1962

Oregon State Highway Commission

Gentlemen:

Your approval is requested for the establishment of a 25-mile-per-hour construction speed zone on the Oregon Coast Highway between M.P. 178.61 and M.P. 179.12 in Lane County.

This restriction was placed in effect at 8:00 a.m., November 19, and is necessary because of construction at the Devils Elbow Slide Viaduct Section of the Oregon Coast Highway.

This matter will be on the agenda for the December 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

VPJ:pk bbc

FORM E-128X 100M 4-62

RECEIVED
NOV 2? 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6177 —

November 20, 1962

Mr. Holly Holcomb, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Holcomb:

Effective 8:00 a.m., Monday, November 19, permission was granted for the establishment of a 25 MPH construction speed zone on the Devils Elbow Slide Viaduct Section of the Oregon Coast Highway between M.P. 178.61 and M.P. 179.12.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By Original Signed by
F. B. CRANDALL
F. B. Crandall
Traffic Engineer

pk
bc: Tom Edwards ✓

RECEIVED
NOV 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

FORM 6-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH W. SWIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
NOV 2 1962
FOR FILING

6177

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 2, 1962

Orlando C. Bennard
& Glenn [illegible]
[illegible] Friendly St.
Eugene, Oregon

Gentlemen:

The State Highway Commission on November 1, 1962 awarded to you State Highway Contract No. 6177 for the following project:

Construction of Devils Elbow Slide Viaducts on the Oregon Coast Highway, Lane County.

This award was based on your low bid of $154,925.00 which was submitted to the Commission on October 30, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

al
cc: Orlando C. Bennard
NE Holland
Portland 11, Oregon

Frank Morgan
L. H. Young
R. G. Savage SIAC)
I. D. Merchant

I-5-6 Lowell St.-SW 13th Ave. & Barbur 1962
(33)308 Blvd. & SW 26th Ave. Units, Harbor
Dr.-Wash. Co. Line Sec., Pacific &
#6178 Pacific W. Hwys. (Roadside Improve.)

RECEIVED
JUN 12 1964
FOR FILING

6/[illegible]

June 10, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35.4-DA

Dear Sir:

Reply is made to your Memorandum of June 4 concerning the signs "This Landscape Area Developed and Maintained for Your Enjoyment by the Oregon State Hwy Dept."

The State of Oregon has been doing everything within its power to bring to the attention of the public the comfort and enjoyment which they receive from the completion of the Interstate system. These signs have been effective and have elicited favorable comment. To go to such extremes as to refuse to approve a project because they are in place seems rather trivial.

Of the alternatives which you suggest, we would prefer the second. We feel, however, that the suggestion has not been made in good faith since it is quite obvious that clearance under the second suggestion is a long and time-consuming procedure and we would not have the audacity to ask the American Association of State Highway Officials' committee to concern itself with such a trivial item.

This leaves us only the first alternative, with which we shall comply. Our people will remove the signs forthwith.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jw

bc Forrest Cooper
R. L. Porter
Lloyd Shaw
L. H. Young
F. D. Morgan
F. B. Crandall

RECEIVED
[illegible]

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

June 4, 1964

08-35.4-DA

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Projects I-5-4(49)193, Judkins Point Interchange Section
& I-5-6(33)298, Lowell St. to S.W. 19th Ave.

The two roadside improvement projects identified in the above subject have been completed and final inspection made. During the final inspection signs were observed on each of these projects which do not conform to uniform AASHO standards. These signs, located on Interstate right-of-way, read as follows: "This Landscape Area Developed and Maintained for Your Enjoyment by the Oregon State Hwy Dept."

Since the AASHO Manual for Signing and Pavement Marking is silent on the subject of messages similar to that contained in the sign in question, these are considered as encroachments. With such an encroachment existing, we will not be able to make final approval of these projects until the matter is satisfactorily resolved.

We would like to suggest two alternates for satisfactory resolution of this signing encroachment. Our first suggestion would be for the removal of these signs. Second, if you are insistent on using these signs at the existing locations, and others in the future, we suggest that you present your proposal on this matter to the AASHO committee for an official statement. In the event you do present this to the AASHO committee we will make final approval of these projects subject to statement of AASHO committee and subsequent approval action of Public Roads.

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Edwards
Morgan
Crandall
6-9-64

NOTED
LLOYD P. SHAW

RECEIVED
MAR 19 1964
FOR FILING

March 19, 1964

US Fidelity & Guaranty Co.,
Portland Office
201 Oregon Bank Bldg.,
Portland 4, Oregon

Gentlemen:

On March 2, 1964, we wrote to you concerning release of final payment on contract #6178, awarded to E. P. Baltz & Son, for roadside improvement on the Lowell St.-SW 19th Ave. Unit; Barbur Blvd. Unit; SW 26th Ave. Unit; of the Harbor Drive-Washington County Line Section of Pacific and Pacific Highway West Highways in Multnomah County.

Final payment on this contract is $5,276.64 and the total contract amount is $62,109.47, including $13.86 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: E. P. Baltz & Son
9817 E. Burnside Street
Portland 16, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
FEB 28 1964
FOR FILING
[illegible]

6178

February 27, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 22, 1963 on Contract No. 6178. The contract was with E. P. Baltz & Son and was for roadside improvement on the Lowell Street-S. W. 19th Avenue Unit and Barbur Boulevard-S. W. 26th Avenue Unit, Harbor Drive-Washington County Line Section of the Pacific Highway and Pacific Highway West in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 27, 1964, and that you concur in this procedure at the Commission meeting on March 12.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: Febryary 21, 1964

SECTION: Harbor Drive-Washington Co. Line

SECTION PREFIX: 626-1087

HIGHWAY: Pacific

COUNTY: Multnomah

NAME OF JOB: Lowell St. S.W. 19th Ave. & B.B. & S.W. 26th. Ave. Units

KIND OF WORK: Roadside Improvement

CONTRACTOR: E. P. Baltz & Son

CONTRACT NUMBER: 6178

FEDERAL AID PROJECT NUMBER: I-5-6(33)298 & F-203(8)

DATE OF CONTRACT: November 1, 1962

DATE WORK STARTED: December 5, 1962

ESTIMATED COMPLETION DATE: January 9, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 60

WORK DAYS USED: 43

PERCENT OF TIME ELAPSED: 72

PROJECT AUTHORIZATION: $ 80,451.61

ENGINEERING AUTHORIZATION: $ 5,721.01

EXCLUSIVE OF ENGINEERING: $ 74,730.60

ENGINEERING COST TO DATE: $ 6,871.35

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 64,931.06

PERCENT OF AUTHORIZATION: 120.1 %

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 13.1 %

DATE PROJECT WAS COMPLETED: January 9, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.77				
MILES PARTIALLY COMPLETED	2.77				
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Cloudy		
TUESDAY	Fair		
WEDNESDAY	"		
THURSDAY	"		
FRIDAY	"		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Maintenance force corrected drainage problem at Corbett Ave. area.

Semi-final estimate is being submitted this day.

SIGNED Ray W Pyle

ADDRESS 5821 N.E. Glisan St. Portland 13, Oregon

cc: Don Shuler

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
MAY 10 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6171

May 8, 1963

City of Portland
Water Engineers
Room 160, City Hall
Portland 4, Oregon

ATTENTION: Mr. H. K. Anderson

Re: Water Meter Installations
Lowell Street-S. W. 19th Avenue
Harbor Drive-Washington Co. Line Unit
Pacific Highway
Multnomah County
Project No. I-5-6(33)298

Gentlemen:

Your estimate and sketch map for the adjustment of two 2-inch water meters on this project has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of May 3, 1963.

Reimbursement for work performed subsequent to May 3, 1963, will be made subject to the provisions of PPM 21-6.2 and all supplements thereto upon receipt of your statement which should be submitted to our Resident Engineer. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

RGP:bjh

cc: L. P. Shaw
A. W. Parsons
L. H. Young
C. H. Maison
F. B. Klaboe
Roy Pyle
J. M. Cartwright

RECEIVED
MAY 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 7 - 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr. May 3, 1963
Salem, Oregon

By:
A. W. Parsons, Division Engineer G. R. Brooks
08-35.4-0 Salem, Oregon District Engineer

Oregon Project I-5-6(33)298
Lowell St.-S.W. 19th Ave. Section
Water Meter Installation

Our memorandum dated October 8, 1962 approved the P. S. & E. documents for the physical construction phase of the subject project.

We hereby approve the estimate and sketch prepared by the City of Portland covering the installation of two 2-inch water meters and furnished with Mr. Young's letter dated April 22, 1963.

You now are authorized to proceed with the installation of the water meters effective this date. Approval and reimbursement for the work is subject to the provisions of FPM 21-6.2 dated November 23, 1960 and supplements thereto.

NOTED
LLOYD P. SHAW

RECEIVED
MAY 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
5-6-63

RECEIVED
APR 23 1963

FOR FILING

6178

April 22, 1963

Mr. A. W. Parson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Lowell St.-S.W. 19th Ave. Unit and
Barbur Blvd. & S.W. 26th Ave. Units
Harbor Drive-Wash. Co. Line Section
Pacific & Pacific West Highways
Multnomah County
Project I-5-6(33)298, F-203(8)

Dear Sir:

Herewith are two copies each of the estimate and sketch covering the installation of meters for the irrigation system on the subject projects. The work is to be done by the City of Portland.

Installation of the meters is shown on the plans and funds included in the project authorization. This work is not a part of the water line revisions covered by the City-State agreement.

Your approval of the supplemental agreement as evidenced above and authorization to proceed with the work under the provisions of PPM 21-6.3 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

RECEIVED
MAR 27 1963

FOR FILING

I-5-6(33)298

6178

477 Cottage Street, N. E.
Salem, Oregon

March 21, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon
Attn. : Mark H. Astrup, Landscape Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

Lowell Street & S.W. 19th Avenue - Barbur Blvd. & S.W. 26th Avenue. I-5-6(33)298 & F-203(8)

Re: English Ivy specifications
(Your letter of March 20, 1963)

We find your specification on the above project to be somewhat more stringent than on previous projects. On other projects in the Portland area specifications indicate a 2 year old plant with 6" runners rather than 12", however, bid prices still appear comparable. We therefor concur in your recommendation as indicated in your letter of March 20, 1963.

RECEIVED
MAR 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Astrup
copy To Young
3-26-63

NOTED
LLOYD P. SHAW

RECEIVED
MAR 20 1963
FORM E-123
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-6( )[illegible]

6178

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 14, 1963

Mrs. Clare H. Starrett
7444 S. W. View Point Terrace
Portland 19, Oregon

Dear Mrs. Starrett:

I can understand why you are anxious about the installation of a screen planting on the highway property opposite your residence. I can also assure you there will be a heavy planting which will, as the trees grow, screen out the headlights entirely.

The contract for the planting has been let and is being worked on now as weather permits. The planting in the island along S. W. View Point Terrace includes 13 Incensecedar, 7 Red Maples and 5 Flowering Plums (the double pink variety which is now in bloom). In addition, there are 25 of one of the taller growing evergreen Cotoneasters and 75 Chinese Azaleas. Even so, this planting may be a bit disappointing to you at first, but it will not take long until you have a most effective screen opposite your property.

There are no plans for any work on the parking strip in front of your house to my knowledge.

Thank you for your interest and again calling our attention to your particular problem. I trust that the planting will be pleasing to you and to the other adjacent property owners and will give you the screen you desire.

Sincerely yours,

F. D. Morgan
Construction Engineer

By Mark H. Astrup
Mark H. Astrup
Landscape Engineer

NOTED
LLOYD P. SHAW

MHA:ls

cc: Lloyd P. Shaw ✓
F. D. Morgan
F. B. Klaboe
A. E. Johnson

RECEIVED
MAR 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. RECEIVED DEC 21 1962 12-97	FORM R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE **Oregon**
FOR FILING PROJECT REPORT NO. I-5-6(33)298	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 12-13-62	COUNTY **Multnomah**
		PROJECT NO. F-293(8)

617

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99W. S.W. 26th Ave. Portland

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-8-62	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 10,748.00	$ 6,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASST State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~XX~~ A. W. Parsons
(Division Engineer)
By: L. R. Backlund
Administrative Manager

Date executed by Division Engineer December 13, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal Aid
Project No. F-203(8)

BARBUR BLVD.-S. W. 26th AVENUE SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 20, 1962

Type Code X005
Roadside Improvement (Sta. 75+72) (Contract 6178)

Removal of Curbs	80	lin.ft.	$ 1.00	$ 80.00
Blade Grader	22	hours	11.00	242.00
Tractor and Dozer	42	hours	11.00	462.00
Loader Backhoe	52	hours	9.00	468.00
Dump Trucks	52	hours	7.00	364.00
Furnishing and Placing Topsoil	980	cu.yds.	2.10	2,058.00
12-inch Corrugated Steel Pipe	190	lin.ft.	3.25	617.50
8-inch Sewer Pipe	50	lin.ft.	1.40	70.00
12-inch Sewer Pipe	420	lin.ft.	2.17	911.40
Concrete Manholes	1	only	250.00	250.00
Adjustment of Manholes	1	only	50.00	50.00
Concrete Inlets, Type G-1	1	only	90.00	90.00
Concrete Curbs	20	cu.yds.	44.00	880.00
Salvage & Stockpile Guard Rail	360	lin.ft.	0.70	252.00
Salvage and Reinstall Guard Rail	160	lin.ft.	2.00	320.00
Coarse Crushed Material in Base	90	cu.yds.	4.50	405.00
3/4" - 0 Material in Base	22	cu.yds.	7.00	154.00
Class "C" Concrete in Walks	55	tons	18.00	990.00
Furnishing and Planting Shrubs	50	only	2.20	110.00
Furnishing and Planting Vines, English Ivy	1,640	only	0.20	328.00
Roadside Seeding	2.50	acres	120.00	300.00
Grass Seed, Creeping Red Fescue	45	lbs.	0.35	15.75
Grass Seed, Chewings Fescue	45	lbs.	0.35	15.75
Grass Seed, White Clover	10	lbs.	0.75	7.50
Inorganic Fertilizer, 10-16-8	23	Cwt.	5.25	120.75
Manure Fertilizer	10	cu.yds.	5.00	50.00
Mulch Material	10	units	15.00	150.00
				$ 9,761.65
Flagging (57½% of Contractor's Cost)	All Required			$ 10.00
	Subtotal			$ 9,771.65
	10% Engr. & Cont.			976.35
		Total		$ 10,748.00

Length of Project . . . . 0.000 Mile

Federal Funds	$ 6,700.00
State Funds	4,048.00
	$ 10,748.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-203(8)

26

BARBUR BLVD.-S. W. 19TH AVENUE SECTION

OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 13, 1962

Type Code Y005
Roadside Improvement (Sta. 75+00)

Removal of Curbs	80	lin.ft.	$ 0.85	$ 68.00
Blade Grader	22	hours	13.50	297.00
Tractor and Dozer	42	hours	15.00	630.00
Loader Backhoe	52	hours	16.00	832.00
Dump Trucks	52	hours	6.50	338.00
Furnishing and Placing Topsoil	980	cu.yds.	3.00	2,940.00
12-inch Corrugated Steel Pipe	190	lin.ft.	4.25	807.50
8-inch Sewer Pipe	50	lin.ft.	2.00	100.00
12-inch Sewer Pipe	420	lin.ft.	2.80	1,176.00
Concrete Manholes	1	only	300.00	300.00
Adjustment of Manholes	1	only	75.00	75.00
Concrete Inlets, Type G-1	1	only	150.00	150.00
Concrete Curbs	20	cu.yds.	50.00	1,000.00
Salvage and Stockpile Guard Rail	360	lin.ft.	1.50	540.00
Salvage and Reinstall Guard Rail	160	lin.ft.	1.50	240.00
Coarse Crushed Material in Base	90	cu yd.	4.50	405.00
3/4" - 0 Material in Base	22	cu.yds.	5.00	110.00
Class "C" Concrete in Walks	55	tons	18.00	990.00
Furnishing and Planting Shrubs	50	only	4.00	200.00
Furnishing and Planting Vines, English Ivy	1,640	only	0.25	410.00
Roadside Seeding	2.50	acres	250.00	625.00
Grass Seed, Creeping Red Fescue	45	lbs.	0.40	18.00
Grass Seed, Chewings Fescue	45	lbs.	0.30	13.50
Grass Seed, White Clover	10	lbs.	0.95	9.50
Inorganic Fertilizer, 10-16-8	23	Cwt.	5.25	120.75
Manure Fertilizer	10	cu.yds.	5.25	52.50
Mulch Material	10	units	13.00	130.00
				$12,577.75
Flagging (57½% of Contractor's Cost)	All Required			$ 100.00
	Subtotal			$12,677.75
	10% Engr. & Cont.			1,267.25
	Total			$13,945.00

Length of Project - - - - - 0.000 Mile

Federal Funds	$ 8,700.00
State Funds	5,245.00
	$13,945.00

Oregon State Highway Department

Federal Aid
Project No. F-203(8)

BARBUR BLVD.-S. W. 19TH AVENUE SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 20, 1962

Type Code Y005
Roadside Improvement (Sta. 75+00)

Removal of Curbs	80	lin.ft.	$ 0.85	$ 68.00
Blade Grader	22	hours	13.50	297.00
Tractor and Dozer	42	hours	15.00	630.00
Loader Backhoe	52	hours	16.00	832.00
Dump Trucks	52	hours	6.50	338.00
Furnishing and Placing Topsoil	980	cu.yds.	3.00	2,940.00
8-inch Sewer Pipe	50	lin.ft.	2.00	100.00
12-inch Sewer Pipe	420	lin.ft.	2.80	1,176.00
Concrete Manholes	1	only	300.00	300.00
Adjustment of Manholes	1	only	75.00	75.00
Concrete Curbs	20	cu.yds.	50.00	1,000.00
Salvage and Stockpile Guard Rail	360	lin.ft.	1.50	540.00
Salvage and Reinstall Guard Rail	160	lin.ft.	1.50	240.00
Coarse Crushed Material in Base	70	cu.yds.	4.50	315.00
3/4" - 0 Material in Base	20	cu.yds.	5.00	100.00
Class "C" Concrete in Walks	50	tons	18.00	900.00
Furnishing and Planting Shrubs	50	only	4.00	200.00
Furnishing and Planting Vines, English Ivy	1,640	only	0.25	410.00
Roadside Seeding	2.50	acres	250.00	625.00
Grass Seed, Creeping Red Fescue	45	lbs.	0.40	18.00
Grass Seed, Chewings Fescue	45	lbs.	0.30	13.50
Grass Seed, White Clover	10	lbs.	0.95	9.50
Inorganic Fertilizer, 10-16-8	23	cwt.	5.25	120.75
Manure Fertilizer	10	cu.yds.	5.25	52.50
Mulch Material	10	units	13.00	130.00
				$11,430.75
Flagging (57½% of Contractor's Cost)	All Required			$ 10.00
	Subtotal			$11,440.75
	10% Engr. & Cont.			1,143.25
		Total		$12,584.00

Length of Project - - - - - - 0.000 Mile

Federal Funds	$ 7,900.00
State Funds	4,684.00
	$12,584.00

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. FOR FA-95	FC PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Multnomah
PROJECT REPORT NO. 5		PROJECT NO. I-5-6(33)298

6679

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99 Pac. Hwy. Lowell St. to S.W. 19th Ave. Portland

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-8-62	2.770
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 67,914.00	$ 62,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

ASST State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By: L. K. Backlund, Administrative Mgr.

Date executed by Division Engineer December 13, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

Oregon State Highway Department

Federal Aid
Project No. I-5-6(33)298

LOWELL STREET–S. W. 19th AVENUE SECTION OF
THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 20, 1962

Type Code Y005
Roadside Improvement (Sta. 131+98 to Sta. 268+25)(Contract No. 6178)

Blade Grader	10	hours	$ 11.00	$ 110.00
Tractor and Dozer	22	hours	11.00	242.00
Loader Backhoe	28	hours	9.00	252.00
Dump Trucks	28	hours	7.00	196.00
Furnishing and Placing Topsoil	6,320	cu.yds.	2.10	13,272.00
3/4-inch Electrical Conduit	100	lin.ft.	1.00	100.00
1/2-inch Water Pipe	1,100	lin.ft.	0.39	429.00
3/4-inch Water Pipe	1,690	lin.ft.	0.43	726.70
1-inch Water Pipe	1,140	lin.ft.	0.51	581.40
1-1/4 inch Water Pipe	560	lin.ft.	0.59	330.40
1-1/2 inch Water Pipe	460	lin.ft.	0.66	303.60
2-inch Water Pipe	870	lin.ft.	0.90	783.00
2-1/2 inch Water Pipe	100	lin.ft.	1.23	123.00
1-1/2 inch Automatic Control Valves	6	only	34.62	207.72
2-inch Automatic Control Valves	13	only	40.40	525.20
2-inch Master Control Valves	2	only	74.15	148.30
1/2-inch Manual Drain Valves	20	only	8.00	160.00
2-inch Vacuum Breakers	2	only	28.35	56.70
Shrubbery Sprinkler Heads	160	only	2.50	400.00
Pop-Up Sprinkler Heads, Nonrevolving	90	only	5.28	475.20
3/4-inch Quick-coupling Hose Valves	6	only	6.40	38.40
9 Section Automatic Sprinkler Controller	1	only	636.65	636.65
10 Section Automatic Sprinkler Controller	1	only	702.12	702.12
Furnishing and Planting Trees	500	only	6.57	3,285.00
Furnishing and Planting Shrubs	3,950	only	2.20	8,690.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	17,350	only	0.20	3,470.00
Furnishing and Planting Vines, Bearberry	4,550	only	0.31	1,410.50
Furnishing and Planting Vines, English Ivy	51,490	only	0.20	10,298.00
Furnishing and Planting Vines, Groundcovers, Salal	330	only	1.00	330.00
Furnishing and Planting Vines, Western Swordfern	110	only	1.00	110.00
Roadside Seeding	1.50	acres	120.00	180.00
Lawn Construction	0.70	acres	1,100.00	770.00

Grass Seed, Creeping Red Fescue	85 lbs.	$ 0.35	$ 29.75
Grass Seed, Chewings Fescue	85 lbs.	0.35	29.75
Grass Seed, White Clover	10 lbs.	0.75	7.50
Grass Seed, Highland Bentgrass	30 lbs.	0.45	13.50
Inorganic Fertilizer, 10-16-8	110 cwt.	5.25	577.50
Manure Fertilizer	690 cu.yds.	5.00	3,450.00
Mulch Material	510 units	15.00	7,650.00
			$ 61,100.89
Flagging (57½% of Contractor's Cost)	All Required		40.00
Install 2 Water Meters (City of Portland)	All Required		600.00
			$ 640.00
	Subtotal		$ 61,740.89
	10% Engr. & Cont.		6,173.11
	Total		$ 67,914.00

Length of Project	2.770 Miles
Cost of Project Per Mile	$24,517.68

Federal Funds	$ 62,000.00
State Funds	5,914.00
	$ 67,914.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-6(33)298

LOWELL STREET-S. W. 19TH AVENUE SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 20, 1962

Type Code Y005
Roadside Improvement (Sta. 121+98 to Sta. 268+25)

Blade Grader	10	hours	$ 13.50	$ 135.00
Tractor and Dozer	22	hours	15.00	330.00
Loader Backhoe	28	hours	16.00	448.00
Dump Trucks	28	hours	6.50	182.00
Furnishing and Placing Topsoil	6,320	cu.yds.	3.00	18,960.00
3/4-inch Electrical Conduit	100	lin.ft.	0.70	70.00
1/2-inch Water Pipe	1,100	lin.ft.	0.50	550.00
3/4-inch Water Pipe	1,690	lin.ft.	0.60	1,014.00
1-inch Water Pipe	1,140	lin.ft.	0.70	798.00
1¼-inch Water Pipe	560	lin.ft.	0.80	448.00
1½-inch Water Pipe	460	lin.ft.	1.00	460.00
2-inch Water Pipe	870	lin.ft.	1.50	1,305.00
2½-inch Water Pipe	100	lin.ft.	2.00	200.00
1½-inch Automatic Control Valves	6	only	33.00	198.00
2-inch Automatic Control Valves	13	only	45.00	585.00
2-inch Master Control Valves	2	only	65.00	130.00
½-inch Manual Drain Valves	20	only	8.00	160.00
2-inch Vacuum Breakers	2	only	42.00	84.00
Shrubbery Sprinkler Heads	160	only	1.50	240.00
Pop-up Sprinkler Heads, Nonrevolving	90	only	3.50	315.00
3/4-inch Quick-coupling Hose Valves	6	only	10.00	60.00
9 Section Automatic Sprinkler Controller	1	only	350.00	350.00
10 Section Automatic Sprinkler Controller	1	only	350.00	350.00
Furnishing and Planting Trees	500	only	7.50	3,750.00
Furnishing and Planting Shrubs	3,950	only	4.00	15,800.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	17,350	only	0.25	4,337.50
Furnishing and Planting Vines, Bearberry	4,550	only	0.30	1,365.00
Furnishing and Planting Vines, English Ivy	51,490	only	0.25	12,872.50
Furnishing and Planting Vines, Groundcovers, Salal	330	only	0.75	247.50
Furnishing and Planting Vines, Western Swordfern	110	only	0.75	82.50
Roadside Seeding	1.50	acres	250.00	375.00
Lawn Construction	0.70	acres	1,300.00	910.00
Grass Seed, Creeping Red Fescue	85	lbs.	0.40	34.00
Grass Seed, Chewing Fescue	85	lbs.	0.30	25.50

Grass Seed, White Clover	10 lbs.	$ 0.95	$ 9.50
Grass Seed, Highland Bentgrass	30 lbs.	0.50	15.00
Inorganic Fertilizer, 10-16-8	110 cwt.	5.25	577.50
Manure Fertilizer	690 cu.yds.	5.25	3,622.50
Mulch Material	510 units	13.00	6,630.00
			$78,025.50
Flagging (57½% of Contractor's Cost)	All Required		$ 40.00
Install 2 Water Meters (City of Portland)	All Required		600.00
			$ 640.00
	Subtotal		$78,665.50
	10% Engr. & Cont.		7,866.50
	Total		$86,532.00

Length of Project - - - - - - - - - 2.770 Miles
Cost of Project Per Mile - - - - $31,238.98

Federal Funds - $79,600.00
State Funds - 6,932.00

$86,532.00

RECEIVED
NOV 2 1962
FOR FIL

I
6178

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 2, 1962

E. P. Beltz & Son
9817 E. Burnside Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission on November 1, 1962, awarded to you State Highway Contract No. 6178 for the following project:

> Lowell St.-S. W. 19th Avenue and Barbur Blvd. and S. W. 26th Ave. Units, Harbor Drive-Washington County Line Section of Pacific and Pacific West Highways in Multnomah County, Roadside Improvement.

This award was based on your low bid of $70,862.34 which was submitted to the Commission on October 30, 1962 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. M. Young
R. G. Savage (SIAC
Mark Astrup

RECEIVED
1962

FOR FILING

6178

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 1, 1962

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-203(8), S.W. 26th Ave. Section
Pacific Highway in Portland, Roadside Improvement
Combined for contract with Project I-5-6(33)298

As requested in Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur, as of this date, in award of Contract No. 6178 to E. P. Beltz and Son of Portland, Oregon, low bidder in the total amount of $70,862.54 for this project and Project I-5-6(33)298 at the October 30, 1962 bid opening.

original To Young
11-9-62

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NOV 7 1962
STATE HIGHWAY ENGINEER

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FOR FIL

6117

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 1, 1962

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-6(33)298
Lowell St.-S.W. 19th Ave. Section, Pacific Highway
(Roadside Improvement)
Combined for contract with Project F-203(8)

As requested in Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur, as of this date, in award of Contract No. 6178 to E. P. Baltz and Son of Portland, Oregon, low bidder in the total amount of $70,862.54 for this project and Project F-203(8) at the October 30, 1962 bid opening.

original To Young
11-9-62

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NOV 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
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10 1962

FOR FILING
I 5-6 (33) 298

4 7

477 Cottage Street, N.E.
Salem, Oregon

October 8, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project F-203(8)
Barbur Blvd.-S.W. 19th Ave. Section,
Pacific Highway West
Roadside Improvement

P. S. and E. documents for the subject project, which is to be combined for contract with Project I-5-6(33)298, have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Holt's October 5, 1962 letter.

original To Young
10-10-62

NOTED
R. L. PORTER

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[illegible] 1962
FOR FILING
I-5-[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 8, 1962

By:

A. W. Parsons, Division Engineer
Salem, Oregon

G. R. Brooks
District Engineer

08-35.2-0

Oregon Project I-5-6(33)298
Lowell St.-S.W. 19th Ave. Section of the Pacific Highway
Roadside Improvement

P. S. and E. documents for the subject project, which is to be combined for contract with Project F-203(8), have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Holt's October 5, 1962 letter.

Authorization to proceed with the reimbursable utility installation included in the project estimate is withheld until the detailed estimate is furnished to and approved by this office in accordance with PPM 21-6.2.

original To Young
10-10-62

NOTED
[illegible] L. PORTER

29-3324 Standard Utility Building in 1962
Cape Lookout State Park

#6179

9

RECEIVED
JUL 12 1963
FOR FILING

21-3550

6179

July 12, 1963

The Aetna Casualty & Surety Co.,
Portland Service Department
309 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

On June 19, 1963, we wrote to you concerning release of final payment on contract #6179, awarded to Sperling Const. Co., for construction of utility building in Cape Lookout State Park on the Netarts Secondary Highway in Tillamook County.

Final payment on this contract is $1,989.69 and the total contract amount is $20,745.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Aetna Casualty & Surety Company
Elliott-Portmann Ins. Agency
2016 2nd Street
Tillamook Oregon

cc: Sperling Const. Co.,
P. O. Box 92
Tillamook, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUN 19 1963

FOR FILING

27-3324

179

June 18, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed April 29 on Contract 6179. The contract was with Lloyd G. Sperling and was for work on the Cape Lookout State Park Utility Building, et cetera, in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 18, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

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DEC 11 1962
FOR FILING

6179

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 10, 1962
Salem, Oregon

SUBJECT:

To: D. B. Parkes
Contract Payments

Office

Lloyd G. Sperling began work on the Cape Lookout State Park Facilities in Tillamook County, Contract No. 6179, on December 4, 1962.

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

dl
cc: Floyd Query

NOTED
FLOYD QUERY

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
2 1962
FOR FILING

6179

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 2, 1962

Mr. Lloyd G. Sterling
Box 92
Tillamook, Oregon

Dear Mr. Sterling:

The State Highway Commission on November 1, 1962 awarded to you State Highway Contract No. 6179 for the following project:

Steward Utility Building in Cape Lookout
State Park in Tillamook County.

This award was based on your low bid of $20,426.00 which was submitted to the Commission on October 30, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc: Mr. Frank Morgan
Mr. L. M. Young
Mr. R. C. Savage (SL&C)
Mr. I. D. Merchant
Parks Department

I-80N-3(27) The Dalles Sec., Columbia 1962
81 River Hwy. (Grad. & Struc.)
#6180 Folder # 5

RR-612

C&A 2250

2314

2514

SEP 3 - 1970

MEMO TO FILE
9/2/70

Re: The Dalles Ferry Slip Relocation

Reference is made to our Memo to File on December 18, 1969 regarding the relocation of the Ferry Slip at The Dalles and an agreement pertaining thereto. A copy of the memo is attached. The data has not yet been furnished by the Port Commission and therefore the survey has not been made.

On August 28, 1970, Mr. A. O. De Frate of the Port of The Dalles was again contacted in connection with data to be forwarded by the Port so that the Slip could be surveyed by our crews to prepare a description for the Slip to be deeded by the Port Commission to Wasco County.

Mr. De Frate stated that the City's consulting engineer, Mr. Vernon Tenneson, has data to tie a survey of the Slip with the public road serving the area.

Mr. De Frate will contact Mr. Tenneson to furnish our District Engineer at The Dalles the data needed for our survey in order that the deed to the county can be accomplished and the original agreement voided.

P B Arensmeier
P. B. Arensmeier
Abandonment Engineer
County and City Section

PBA:ljt

cc: F. B. Klaboe
J. F. Putnam
Jack Sollis
R. S. Hawkins

RECEIVED
SEP 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
H. S. COX

MEMO TO FILE

Re: The Dalles Ferry Slip

A meeting was held on December 17, 1969 in the Courthouse at The Dalles with County Judge O. W. Kortge, to discuss the relocated Ferry Slip in The Dalles, and an agreement pertaining thereto.

Those in attendance with Judge Kortge were Mr. A. O. De Frate, Port of The Dalles, Mr. Bob Hamilton, DMS, Highway, and Mr. P.B. Arensmeier, County and City Department, Highway.

On December 16, 1959, an agreement was approved between Wasco County and the Highway Commission relating to The Dalles Toll Bridge Plaza and the construction of a Ferry Slip. One of the items stipulated in the agreement was that State relocate a Ferry Slip for use by Wasco County in the event the bridge across the Columbia River should fail. The Slip was located and constructed further upstream than stipulated originally in the agreement. This change of location requested by the Highway Division was agreeable with the County and The Tudor Engineering Company, the representatives of the bonding company who financed the bridge. Their approval was made by letter in May, 1962. (Letters and sketch attached.)

After the relocation and construction of the Slip, all the land surrounding the Slip was deeded to the Port of The Dalles.

To remedy this situation, it was agreed by the County and The Port of The Dalles at this meeting, that the Port would deed the Slip and approach to the County. The Port is to furnish Mr. Hamilton a description of the public road serving the area so that his crew can make a survey to describe the approach and Slip between this public road and the river.

This data will be furnished to the Port Commission for their deed to the County.

Judge Kortge will then furnish the Highway Division with a letter of release for that portion of the agreement pertaining to the construction of the Ferry Slip as provided in the agreement of December 16, 1959.

P B Arensmeier

P. B. Arensmeier
Abandonment Engineer
County and City Department

PBA:ljt
12/18/69

cc: F. B. Klaboe
J. F. Putnam
Jack Sollis
Bob Hamilton

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
DEC 22 1969
FOR FILING

[illegible]
6150

MEMO TO FILE

Re: The Dalles Ferry Slip

A meeting was held on December 17, 1969 in the Courthouse at The Dalles with County Judge O. W. Kortge, to discuss the relocated Ferry Slip in The Dalles, and an agreement pertaining thereto.

Those in attendance with Judge Kortge were Mr. A. O. De Frate, Port of The Dalles, Mr. Bob Hamilton, DMS, Highway, and Mr. P.B. Arensmeier, County and City Department, Highway.

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After the relocation and construction of the Slip, all the land surrounding the Slip was deeded to the Port of The Dalles.

To remedy this situation, it was agreed by the County and The Port of The Dalles at this meeting, that the Port would deed the Slip and approach to the County. The Port is to furnish Mr. Hamilton a description of the public road serving the area so that his crew can make a survey to describe the approach and Slip between this public road and the river.

This data will be furnished to the Port Commission for their deed to the County.

Judge Kortge will then furnish the Highway Division with a letter of release for that portion of the agreement pertaining to the construction of the Ferry Slip as provided in the agreement of December 16, 1959.

P. B. Arensmeier

P. B. Arensmeier
Abandonment Engineer
County and City Department

PBA:ljt
12/18/69

cc: F. B. Klaboe
J. F. Putnam
Jack Sollis
Bob Hamilton

F. B. KLABOE

RECEIVED
DEC 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F.I.C.

RECEIVED
MAY 13 1968
ING

UNITED STATES GOVERNMENT
Memorandum

I-80N-3(21)81

Machinery

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: May 2, 1968
In reply refer to: 08-35.7/417

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-3(21)81
The Dalles Section
Sale of Property to the Port of The Dalles, File Nos. 30557 and 34372
(Mr. J. R. Oakes' January 19 letter)

We concur in the transfer of property to the Port of The Dalles in accordance with your agreements with the Corps of Engineers and the Port of The Dalles. The property is utilized for a boat basin and parking lot.

Please submit a revised sheet of the right of way plan reflecting the change for our approval.

5-9-68
Young

NOTED
F. D. KLABOE

Orig to Machinery 5-7-68

RECEIVED
MAY 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

R. L. Porter

FORM E-122X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JAN 22 1968
FOR FILING

I-80N-3(27)81

6140

January 19, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Construction Project No.
I-80N-3(27)81
The Dalles Section
R/W Project No. I-80N-3
(21)81
File Nos. 30557, 34372

Dear Sir:

We request your retroactive concurrence in the sale to the Port of The Dalles of the property acquired for the reconstruction of The Dalles small boat basin and parking facilities. Federal funds participated in the acquisition of this property.

The property was conveyed in accordance with prior agreements between the State, Corps of Engineers, and the Port of The Dalles. The Commission by Resolution authorized the acquisition of the Port of The Dalles property, provided that the State would relocate The Dalles harbor including substitute parking facilities. This is a part of paragraph VI, page 10, of the Judgment Order of June 29, 1965 in the Port of The Dalles case.

The deed contains the necessary provisions concerning access, signs, junkyards, and civil rights clauses.

On sheet #7 of Project No. I-80N-3(27)81, copies of which are attached, the area sold is shown outlined in red as being outside the access control line.

Your letter of December 13, 1967 expressed concern over the conveyance of the "C" line as it provided access to private property easterly thereof. We feel that the deed of conveyance answers this question by conveying the parcel subject

RECEIVED
[illegible]

to the existing service roads constructed by the State to provide access across the subject parcel.

Very truly yours,

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

CPL:CS
Enclosures
cc: R. L. Porter ✓
F. B. Klaboe
L. H. Young
C. H. Maison
G. E. Rohde
M. R. Mitchell

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

RECEIVED
MAY 26 1967
FOR FILING

R. L. PORTER

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 23, 1967

Dick & Dick
Attorneys at Law
5th & Washington
The Dalles, Oregon 97058

File Nos. 30555 L-3868 & 30557
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

Attention: Mr. William G. Dick

Gentlemen:

Enclosed is a fully executed deed from the State Highway Commission to the Port of The Dalles for the balance of the property required for the relocation of the Port's small boat basin. On July 22, 1966, we sent to the Port a deed for the northerly 10.2 acres. This deed should complete the obligations of the State in connection with the relocation of this basin.

The deed is subject to the service road constructed thereon, and the reservation contained in the deed from the Union Pacific to the State. The other reservation on access, signs, etc., are required by the Bureau of Public Roads.

I am enclosing a copy of the right of way map showing the area covered by this deed, which should be used for reference only. I also ask that when the deed has been recorded, you send us the recording reference so that our records can be completed.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:djg
Encls/ Deed
Map

cc: Mr. R. L. Porter ✓

RECEIVED
MAY 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 8 1967

FOR FILING

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
May 5, 1967

SUBJECT: File Nos. 30555 L-3868 & 30557

To: Mr. Floyd Query
Commission's Secretary
Building

Attached is a form of deed from the State Highway Commission to The Port of The Dalles covering the remainder of the property the State is obligated to convey to relocate the small boat basin. This deed covers the parking area, the balance of the land having already been conveyed to The Port by deed signed by the Commission on July 16, 1966. The deed for the parking area has been delayed pending conveyance of title to the State by the Union Pacific Railroad, this having recently been accomplished.

This conveyance is pursuant to the prior agreements between the State, Corps of Engineers and The Port of The Dalles. The Commission by Resolution on March 14, 1953, wherein it authorized the acquisition of The Port of The Dalles property, provided that the State would relocate The Dalles Harbor including substitute parking facilities. This is a part of the Judgment Order of June 29, 1965, in The Port of The Dalles case, appearing in Paragraph VI, page 10 of said Judgment Order.

NOTED
R. L PORTER

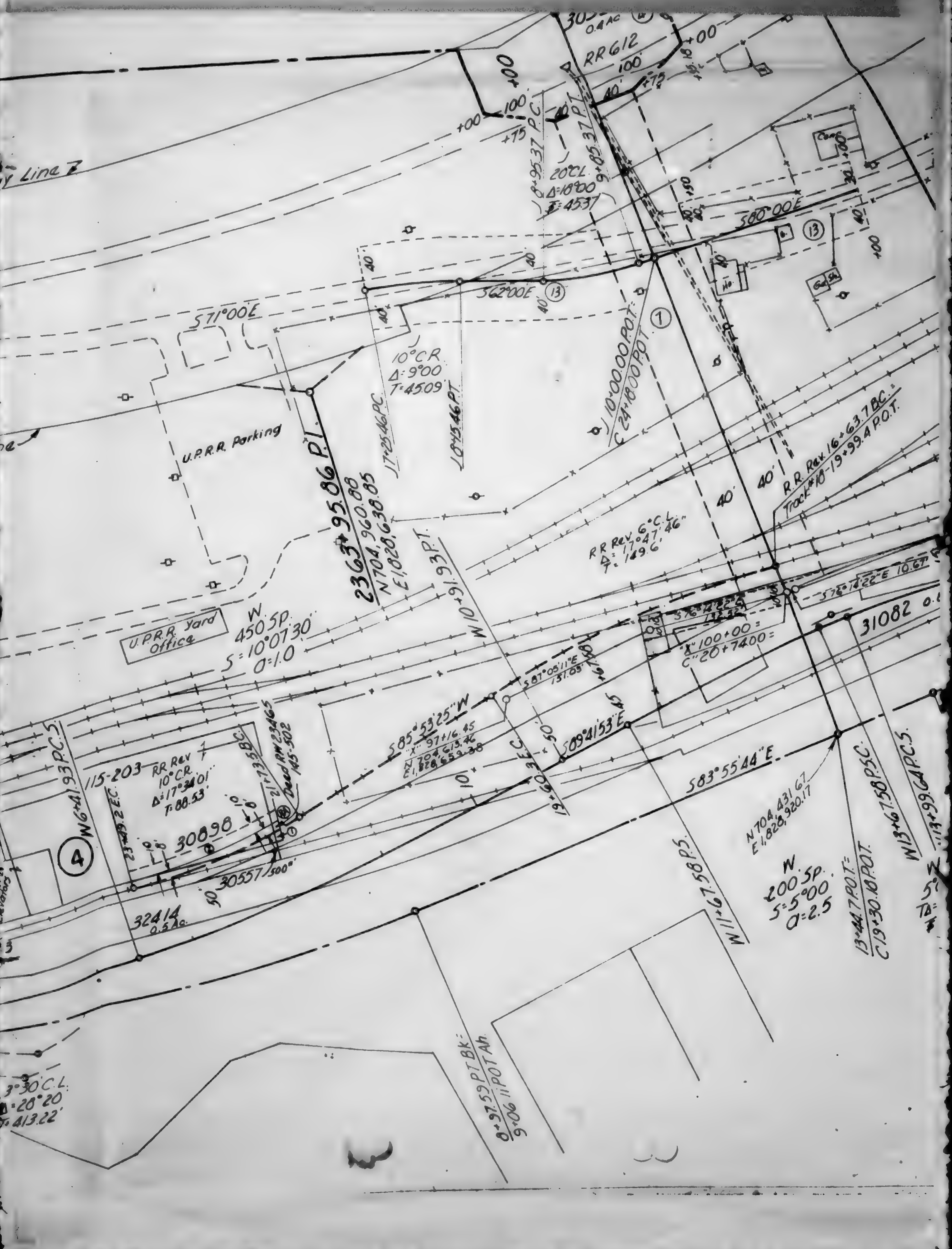
Therefore, the deed should be sent to the Commission for execution in fulfillment of its obligation in The Port of The Dalles case. Mr. Porter is familiar with the matter due to the numerous inquiries made by The Port and its attorney.

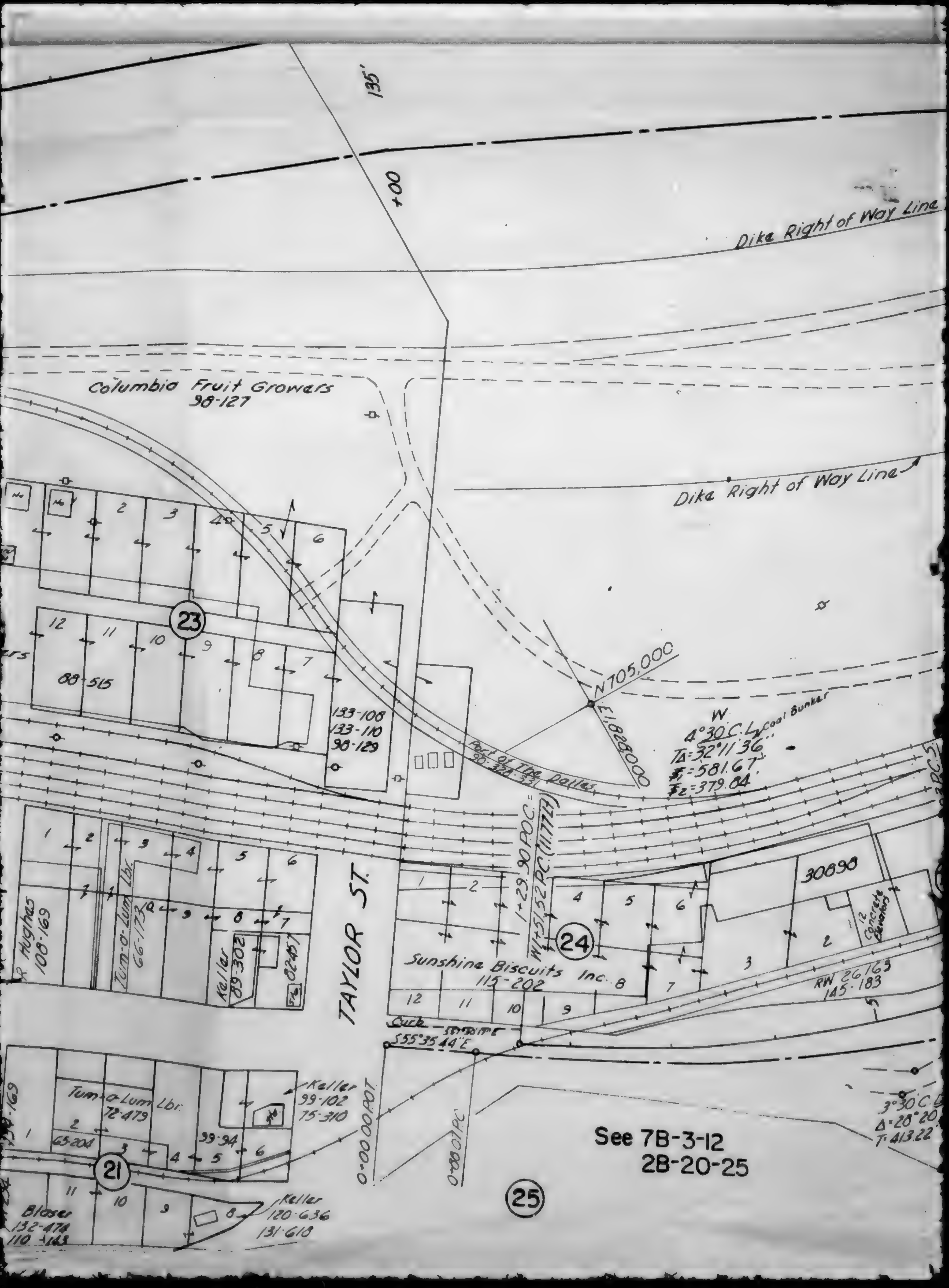
The deed contains the necessary provision concerning access, signs, junkyards, and civil rights to adequately protect the State. For purpose of identification, I also attach a section of our right of way map showing the area being conveyed. Please return the original to E. F. Saling for processing and mailing to The Port of The Dalles.

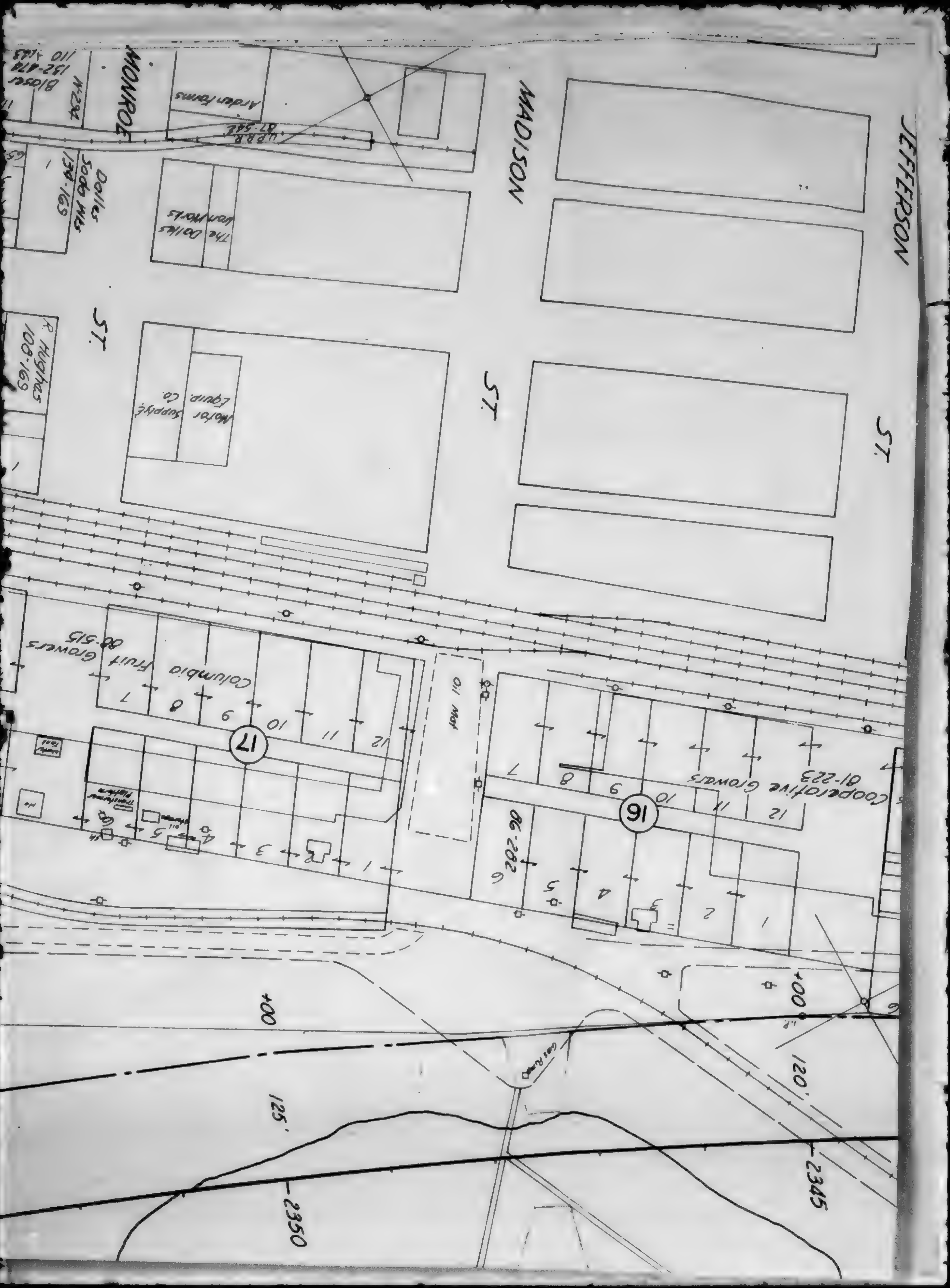
JAMES R. KUHN
Staff Attorney

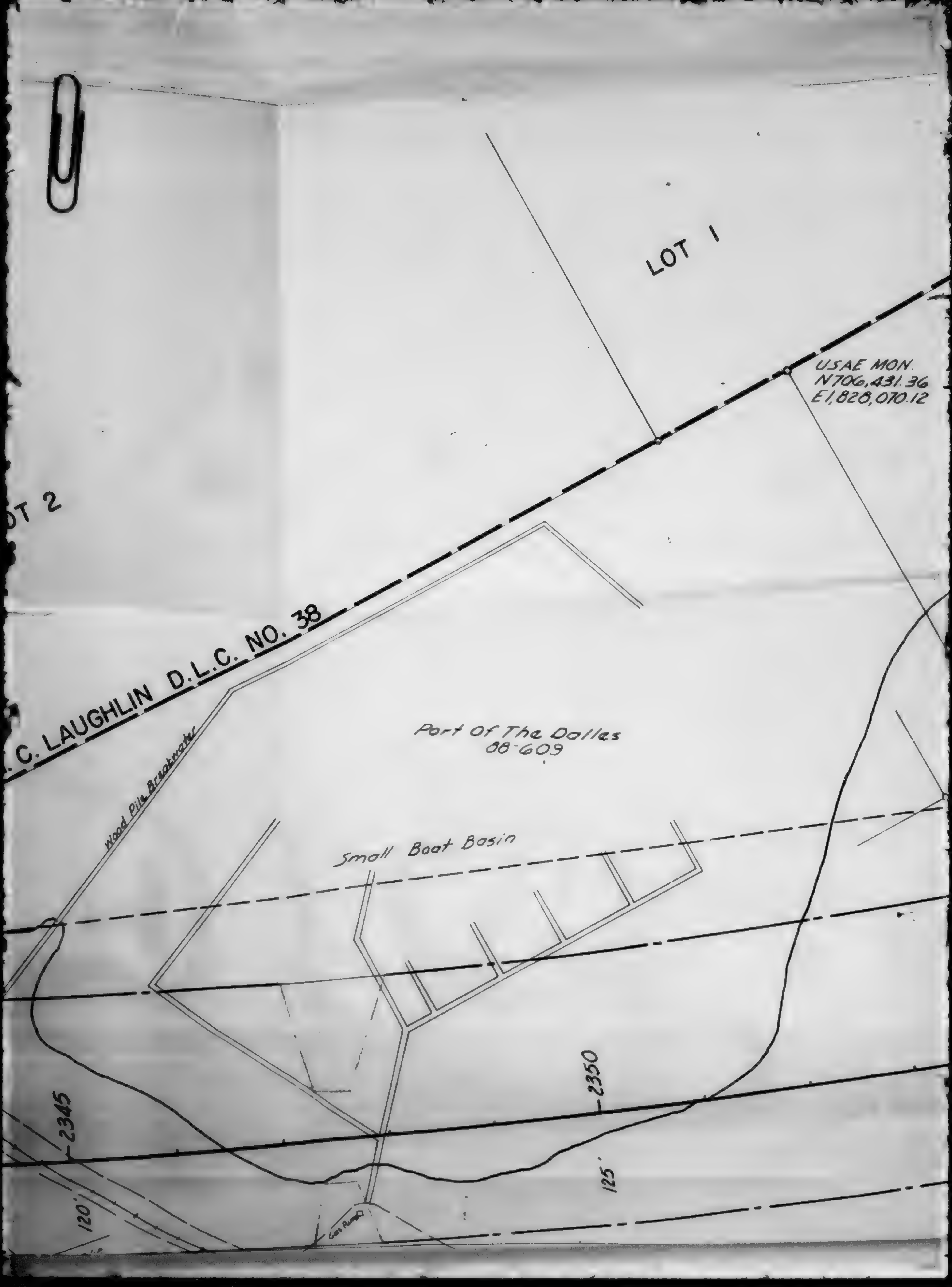
JRK:djg
Attachments

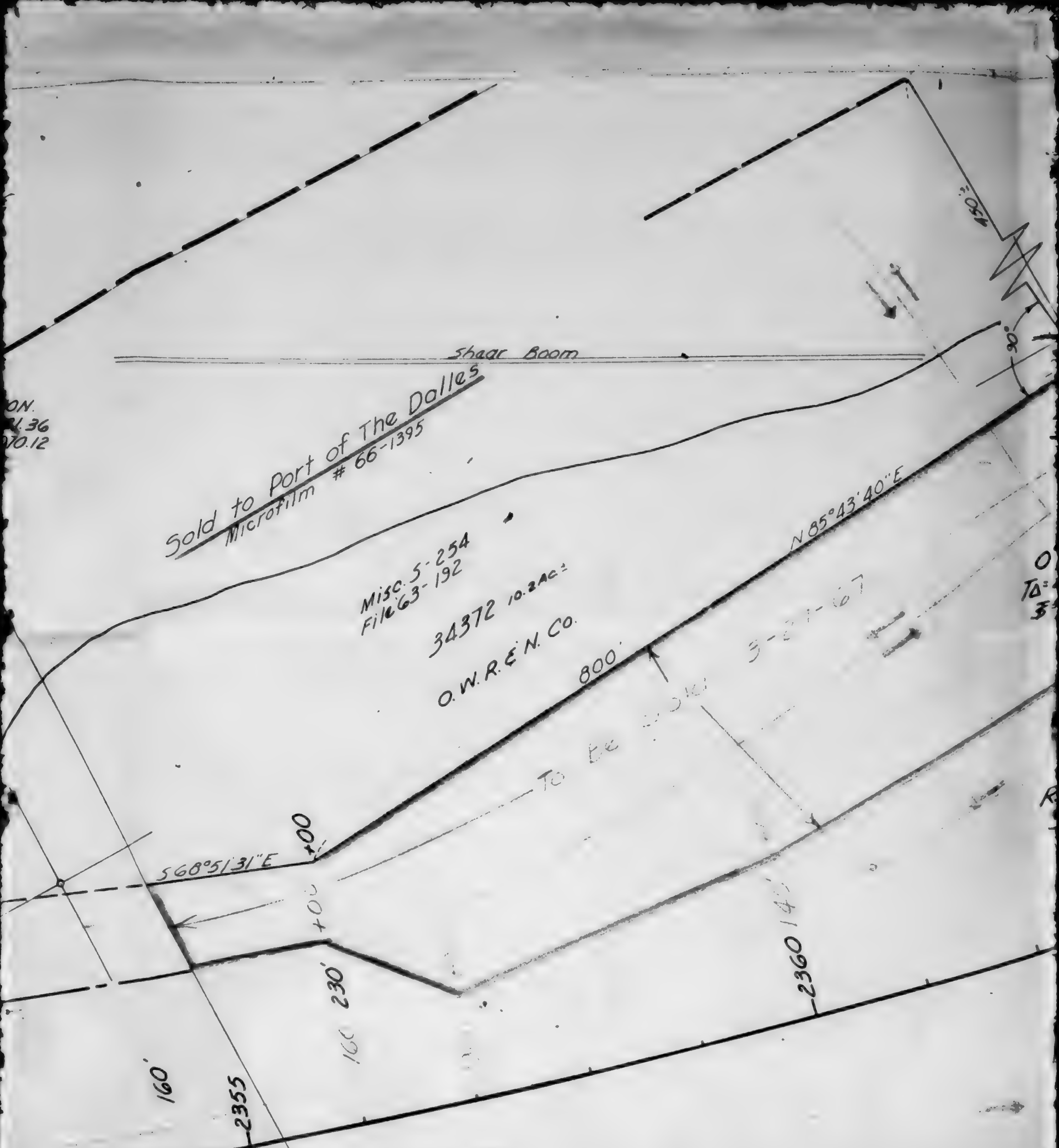
cc: Mr. R. L Porter
Mr. G. E. Rohde
Mr. E. F. Saling

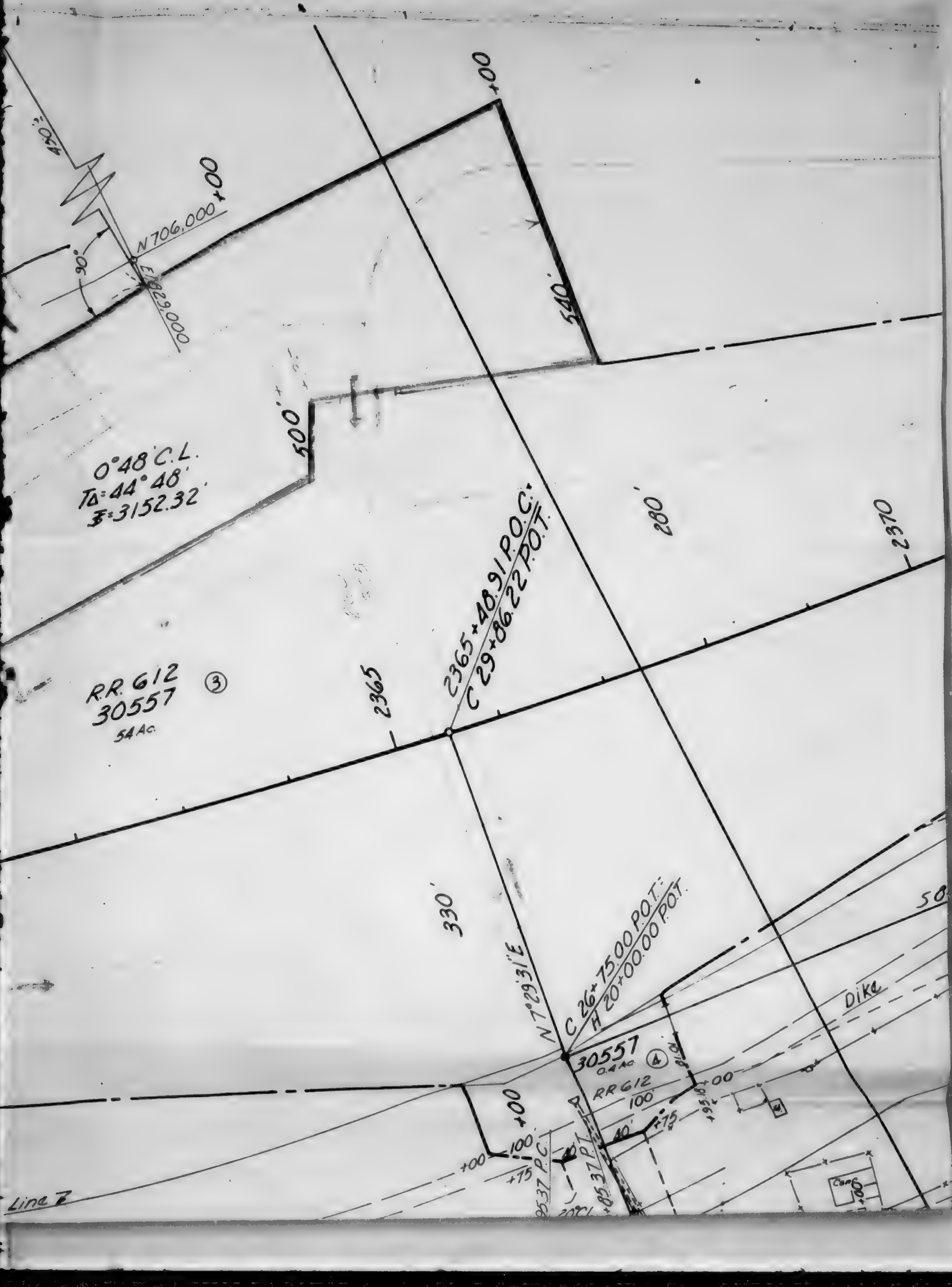

0.4 AC
RR 612
+00
100'
40'
+75
100
+00
+75
8+95.37 P.C.
9+85.37 P.T.
20°C.L.
Δ=18°00
T=45.37
Line 7
Conc.
30
+00
+50
40
S80°00'E
13
Ho.
Gar.
Sh.
S71°00'E
S62°00'E
13
40
40'
10°C.R.
Δ=9°00
T=45.09
17+25.46 P.C.
18+45.46 P.T.
J 10+00.00 P.O.T.
C 24+18.00 P.O.T.
1
U.P.R.R. Parking
2363+95.86 P.I.
N704,960.88
E1,828,638.85
R.R. Rev. 16+63.7 B.C.=
Track #10-19+99.4 P.O.T.
40'
R R Rev. 6° C.L.
Δ=17°47'46"
T=149.6'
W10+91.93 P.T.
U.P.R.R. Yard Office
W.
450 Sp.
S=10°07'30"
a=1.0
S76°14'22"E 10.67'
31082
"X" 100+00=
C" 20+74.00=
S87°05'11"E
151.05'
S85°53'25"W
"X" 97+16.45
N704,613.46
E1,828,659.38
19+60.3 E.C.
50'
10'
S89°41'53"E
S83°55'44"E
N704,431.67
E1,828,920.17
W.
200 Sp.
S=5°00
a=2.5
13+44.7 P.O.T.=
C19+30.10 P.O.T.
W13+67.58 P.S.C.
W13+99.64 P.C.S.
W11+67.58 P.S.
115-203
RR Rev 7
10° C.R.
Δ=17°34'01"
T=88.53'
21+73.5 B.C.
Dead RM 23465
145-502
23+23.2 E.C.
30898
30557
500"
32414
0.5 Ac.
4
W6+41.93 P.C.S.
3°30' C.L.
20°20'
413.22'
8+97.59 P.T. Bk.=
9+06.11 P.O.T. Ah.


135'
+00
Dike Right of Way Line
Columbia Fruit Growers
98-127
Dike Right of Way Line
N705,000
E1,828,000
W
4°30' C.L. Coal Bunker
TΔ=32°11'36"
T1=581.67'
T2=379.84'
Port of The Dalles
90-328-331
23
12
11
10
9
8
7
88-515
133-108
133-110
98-129
1
2
3
4
5
6
TAYLOR ST.
R. Hughes
108-169
Tum-a-Lum Lbr.
66-173
Keller
89-302
82-457
1+29.90 P.O.C.=
W1+51.52 P.C. (1117.Lt)
24
Sunshine Biscuits Inc.
115-202
30890
Concrete Elevators
RW 26-163
145-183
Curb
S55°35'44"E
0+00.00 P.O.T.
0+88.07 P.C.
Keller
99-102
75-310
Tum-a-Lum Lbr.
72-479
65-204
99-94
21
Blaser
132-474
110-163
Keller
120-636
131-618
See 7B-3-12
2B-20-25
25
3°30' C.L.
Δ=28°20'
T=413.22'


MONROE ST.
MADISON ST.
JEFFERSON ST.
Biosel 132-478 110-163
N234
Arden Farms
U.P.R.R. 87-542
Dalles Soda Wks 134-165
The Dalles Iron Works
R. Hughes 108-169
Motor Supply & Equip. Co.
Columbia Fruit Growers 80-515
17
7
8
9
10
11
12
1
2
3
4
5
Transformer Platform
Oil Mat
Cooperative Growers 81-223
16
86-282
6
+00
+00
120'
125'
Gas Pump
2345
2350


LOT 1
OT 2
USAE MON.
N706,431.36
E1,828,070.12
C. LAUGHLIN D.L.C. NO. 38
Port Of The Dalles
88-609
Wood Pile Breakwater
Small Boat Basin
2345
2350
120'
125'
Gas Pump

Shear Boom
Sold to Port of The Dalles
Microfilm # 66-1395
ON.
1.36
0.12
Misc. 5-254
Fil 63-192
34372 10.2 Ac±
O.W.R.&N. Co.
N 85°43'40"E
800'
150'±
90°
To Be Sold 3-21-67
S 68°51'31"E
+00
+00
160'
230'
160
140
2360
2355
160'
135'
+00
O
TΔ=
R
Right of Way Line


+00
450'±
+00
N706,000
E1,829,000
90°
540'
500'
0°48' C.L.
TΔ=44°48'
T=3152.32'
280'
2370
2365+48.91 P.O.C.
C 29+86.22 P.O.T.
R.R. 612
30557
③
54 Ac.
2365
330'
50
N7°29'31"E
C 26+75.00 P.O.T.
H 20+00.00 P.O.T.
Dike
30557
0.4 Ac.
④
RR 612
100'
91.0'
+95.18
+00
+75
40'
+00
100'
+00
+75
85.37 P.C.
85.37 P.T.
Conc.
Line Z

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JAN 26 1967

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN,
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6180

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 24, 1967

NOTED
R. L. PORTER

Dick & Dick
Attorneys at Law
5th and Washington
The Dalles, Oregon

Attention: Mr. William G. Dick

Dear Mr. Dick:

In reply to your inquiry of January 17 I can only state the Highway Commission is still in the same position with respect to its ability to transfer title to the relocated small boat basin property as it was at the date of Mr. Porter's letter to Dr. Vogt on November 4, 1966. It has title to a portion of the land but not to the entire tract to be transferred.

Our file indicates that a draft of the deed whereby the Union Pacific Railroad is to convey to the State the property, a portion of which is to be reconveyed to the Port, was approved by this office in November. We are informed by Mr. Bergmann of the Railroad's local office that the approved form of conveyance has been forwarded to its main office in Omaha for execution. A check with Mr. Bergmann as to the present status reveals that he has had no further word from the home office, but that such matters usually take several months.

I am forwarding a copy of this letter to Mr. Bergmann with a request that he initiate such action as he can to obtain execution of the deed as soon as possible so that the entire matter can be concluded.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg
cc - Mr. R. L. Porter

Mr. L. James Bergmann
Union Pacific Railroad Company
727 Pittock Block
Portland, Oregon

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NOV 7 - 1966
FOR FILING

6180

November 4, 1966

Dr. Paul R. Vogt, President
Port of The Dalles
The Dalles, Oregon

Dear Dr. Vogt:

This is in response to your October 25 letter addressed to Mr. Glenn L. Jackson, Chairman of the State Highway Commission, which he referred to this office for reply.

We try to answer all letters that come to the Highway Department as best we can based on the facts as we have them.

In spite of the implication that you might have received from L. James Bergmann's letter of September 16, the fact remains that we do not have an executed deed transferring title of this property from the Union Pacific Railroad Company to the State of Oregon. The deed referred to, an unexecuted instrument which is purported to be a draft only, was submitted to this Department on September 20, 1965. This deed covers many parcels of property up and down the Columbia Gorge that are contained in an agreement between the Union Pacific Railroad Company and the State Highway Commission. Since receipt of this draft, the subject has been one of negotiation between the two organizations. If you would care to check with Mr. Bergmann of Mr. Randall Kester's office, I am sure that he will now confirm that the Portland Division of the Union Pacific has not as yet transmitted this instrument to its Omaha office for execution.

The Highway Department is just as anxious as the Port of The Dalles to get the details of our agreement consummated and, as soon as the Highway Commission has title to the area in question, it will be promptly transferred to your organization.

I have no comment to make re your critical remarks about the construction of the concrete pavement on I-80N at The Dalles, except to correct one erroneous impression that this is the only place where concrete pavement is being used on this route. We have under construction at the present time a ten-mile unit of portland cement concrete near Huntington and will undoubtedly have other units on the route. Concrete pavement at The Dalles was a part of the original plan for this section and was mentioned in news releases at the time the temporary light oil surface was placed. I am sure that when the paving project now being completed is finished it will result in an excellent, trouble-free unit of Interstate Highway, for which no apologies will need to be offered.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Mr. L. James Bergmann
Union Pacific Railroad Company
727 Pittock Block
Portland, Oregon

bc: Mr. Glenn L. Jackson

R. L. Porter
F. B. Klaboe
Victor D. Wolfe
J. F. Putnam

RLP:ms/FC:fn bg

FORM E-30X—50M—2-66 SP*23800-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem Office
November 1, 1966

To: MEMO TO FILE

SUBJECT: File No. 30557
The Dalles- Big Eddy Section
Columbia River Highway
Wasco County

A conference was held in my office beginning at 10:00 a.m., Thursday, October 27, between representatives of the Union Pacific and the State Highway Commission to work out acceptable forms of deeds to be used to close out the agreement covering the Dalles By-pass. Representing the railroad were James Bergmann, their attorney, and engineers Eaton and Tabor. The undersigned and Ted Litchfield represented the Highway Department. The conference was called by Union Pacific to discuss the contents of my letter of May 27, 1966, which set forth the reasons why the proposed documents submitted by the railroad were not in conformity with the agreement. Incidentally, this was the first time we had heard from the railroad since my letter to them of May 27.

The bulk of the discussion centered around the relocation of track 200, the conveyance from the Sunshine Biscuit Company and the inclusion of Parcel 18 in the proposed Bargain and Sale Deed from the State to the railroad. This was the subject of paragraphs 1, 2 and 6 of my letter of May 27. It was agreed by all that there was no authority for me to recommend the conveyance of parcel 18, which is a part of the old highway since the same was not covered by the original agreement and its supplemental. I advised them that to enable me to approve this we would have to go back to the Commission for additional authority. However, it was agreed that the question of this service road as it exists one-half on the railroad right of way and one-half on the highway right of way should be considered since as it stands now the status is somewhat in doubt. Mr. Bergmann had included parcel 18 in the conveyance with the feeling that it would definitely settle the status even though it would mean that we would be conveying the service road to the Union Pacific who would then exercise control over it giving the Sunshine Biscuit Company only a permit to use it. It was finally agreed that this question would be held in abeyance until such time as we had discussed the matter with the Sunshine Biscuit Company since unless they are willing to accept a permit to use the roadway from the railroad and since we feel we have some obligation to provide the road their consent would be necessary before we could convey parcel 18.

NOTED
R. L. PORTER

It was agreed that the easement as discussed in paragraph 3 of my letter had been omitted and the deed from the State must be revised to include this easement. We also worked out access control provisions to provide for this easement. The new proposed deed from the railroad to the State will include the new access control provisions. We also discussed a way of revising their definition of "renew" as set forth in my paragraph 5 and an acceptable provision was drafted.

A rather lengthy discussion was held over paragraph 4 in which I indicated that their Quitclaim Deed did not comply with Section 1 of Part 3 of the agreement and its supplemental. No decision was reached, although I felt that they would give it further thought and follow my recommendations.

Mr. Bergmann then brought up the question of payment of the consideration of $85,375 and was informed that this would be paid immediately upon receipt of an executed deed from the railroad which conforms to our agreement. He then insisted that they should be entitled to interest from the date in which they had delivered to us an executed deed. This came as a surprise to me because we had never received anything but drafts for our review. It also came as a shock to Mr. Bergmann when one of the other members of his party advised him that the deed had never been submitted to their Omaha office for approval. This subject was then dropped and it was agreed that they would expedite a deed through their Omaha office so that the matter could be closed. Mr. Bergmann informed me that he would prepare a new draft of the deed from the Union Pacific and submit it to me for approval.

JAMES R. KUHN
Staff Attorney

JRK:djg
cc: Mr. T. W. Litchfield
Mr. R. L. Porter ←
Mr. G. E. Rohde

RECEIVED
NOV 2 1960
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
LAW DEPARTMENT

RANDALL B. KESTER
GENERAL SOLICITOR

SAMUEL B. STEWART
JOHN A. REULING, JR.
JOHN F. WEISSER, JR.
GENERAL ATTORNEYS

L. JAMES BERGMANN
ATTORNEY

727 PITTOCK BLOCK
PORTLAND, OREGON 97205

227-7771

October 28, 1966

9010-32-5

RECEIVED
OCT 31 1966
LEGAL & RIGHT OF WAY

Mr. G. E. Rohde, Chief Counsel
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. James R. Kuhn,
Staff Attorney

Re: Property Exchanges between
State and UPRR CO., your
Files 30557 and 30898

NOTED
JAMES R. KUHN

Dear Sir:

Enclosed are revised pages 14 and 16 of the warranty deeds (Oregon-Washington Railroad & Navigation Company to Union Pacific Railroad Company and Union Pacific Railroad Company to State), and a revised page 1 of the deeds to Parcels 5, 6 and 15 (Oregon-Washington Railroad & Navigation Company to Union Pacific, and Union Pacific Railroad Company to State). The revisions made are as agreed upon at the conference in your office on October 27, 1966. Would you please substitute these pages for the like-numbered pages in the deeds furnished to you with Mr. W. G. Johnson's letter of September 20, 1965, review the deeds as revised, and advise me whether they are now fully satisfactory to you.

Commission approved

Confirming agreement as to future handling of this transaction, as soon as you reply that the conveyances to the State are satisfactory, we will submit them to our principals in Omaha for execution, and deliver them to you in exchange for the State's voucher in the amount of $85,375. In the meantime, you will progress your transaction with Sunshine Biscuits, Inc., upon completion of which you will deliver the deed from the State to the Railroad. The inclusion or exclusion of Parcel 18 in that deed will depend on your negotiations with Sunshine Biscuits, Inc., and if excluded, the status of the parcel will be handled separately.

11/1/66 - Approval will be given today or tomorrow. JRK

Your prompt attention to this matter will be appreciated.

Very truly yours,

RANDALL B. KESTER

By L. James Bergmann

LJB:irb

enc.

Cooper

PORT OF THE DALLES
THE DALLES, OREGON
"An Inland Seaport Serving an Empire"

COMMISSIONERS
PAUL R. VOGT, PRESIDENT
DAVID H. LARSEN, VICE-PRESIDENT
WILBUR F. KELLY, SECRETARY
PAUL D. KORTGE, TREASURER
HENRY J. MAIER

MANAGER
DOLPH D. KIMSEY

Please answer

October 25, 1966

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
% Pacific Power and Light Co.
Medford, Oregon

Dear Mr. Jackson:

Thank you very much for your letter of October 19 replying to my query as to the availability of the property about the small boat basin. You stated that you had not received the deed on this particular parcel from the railroad company, but according to the copy of the letter which we had received from Mr. Kester's office of the railroad company, and which I am enclosing, such a deed was delivered to the Highway Department on September 20, 1965. Perhaps further exploration of this situation would be in order.

Thank you also for transmitting the Department's explanation as to why the concrete surfacing has been applied to the free way here at The Dalles. If true, which I doubt, I am sure that the community would have been much happier and would have been benefited much more by having less concrete and more help with other aids such as North Frontage Road and better access to the waterfront. We take no pleasure or pride in being the only instance to date on Highway 80 N to be honored with the use of concrete.

I would like to extend my personal apologies for bothering you and taking up your time with such problems but unfortunately there are no straight answers emanating from your legal or engineering departments. Thank you again.

Sincerely,

Paul R. Vogt

Paul R. Vogt, M.D.
President

PRV:sp

Enc.

RECEIVED
OCT 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 31 1966
STATE [illegible]

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
LAW DEPARTMENT

RANDALL B. KESTER
GENERAL SOLICITOR

SAMUEL B. STEWART
JOHN A. REULING JR.
JOHN F. WEISSER, JR.
GENERAL ATTORNEYS

L. JAMES BERGMANN
ATTORNEY

727 PITTOCK BLOCK
PORTLAND, OREGON 97205

227-7771

September 16, 1966

9010-32-5

Mr. William G. Dick
Dick & Dick
Attorneys at Law
5th & Washington Street
The Dalles, Oregon

Re: Port of The Dalles

Dear Bill:

Please refer to your letter dated August 25. Enclosed is the print of the small boat basin which you forwarded with your above letter. I have overlayed the print with a Xerox abstract from one of the railroad's large prints. The shaded area on the Xerox overlay coincides with the area which, as I understand it, the Highway Department has not conveyed to you.

The shaded area is part of parcel No. 3 which was included in a 17-page deed, executed by the railroad and delivered to the Highway Department by letter dated September 20, 1965. Enclosed for your information is a copy of pages 1 and 4-9 which include the complete legal description for parcel 3.

The Highway Department is still holding this deed and others transmitted at the same time. It has not yet paid the consideration. I assume that is the reason it has advised you it cannot convey the property to the Port of The Dalles.

Very truly yours,

RANDALL B. KESTER

By L. James Bergmann

LJB:gd
Enc.

May 27, 1966

Union Pacific Railroad Company
Transportation Division
Department of Operation
2525 No. Larrabee Avenue
Portland, Oregon 97227

Attention Mr. W. G. Johnson

Files Nos. 30557 & 30898
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

Gentlemen:

This is in connection with your letter of September 20, 1965, which was in reply to my letters of April 12 and June 15, in which I requested that we proceed with the closure of the The Dalles By-Pass Agreement.

I am sorry for the delay, but the proposed documents have been in the hands of our Engineering Department for the purpose of determining if they conform to the Agreement and Supplemental. From their review and my examination of the documents, we offer the following comment:

1. There is no authority to convey Parcel 18 as set forth in the proposed Bargain and Sale Deed. This is part of the highway right of way and is not authorized by the Agreement or its Supplemental.

2. We can find no basis for conveying the easement as set forth in the Fifth paragraph on page 6 of the proposed Bargain and Sale Deed from the State. This appears to be a duplication of Parcels 14A and B. Could you please advise as to the manner in which this is provided in the Agreement.

3. Perhaps you can help me reconcile Section 1 (d) of Part III on page 6 of the Supplemental Agreement of November 22, 1963, with the Fourth paragraph of Section 2 (a) at the bottom of page 7. I assume that Section 1 (d) is covered in the Sixth paragraph on page 16 of the deed to the State. Therefore, the Fourth paragraph on page 7 of the Supplemental Agreement is intended as a conveyance of an easement to

Bring up to E.J.
12-20-66
JJ.

the Railroads for that portion outside the Railroad and Port of The Dalles property, including those portions of the Railroad property to be deeded to the State. Since we are unable to find where the State's deed covers the part required in the Fourth paragraph of Section 2 (a), has this obligation been eliminated? Also, the reservation would tend to violate the access provision on page 14 of the deed. Perhaps another reservation should follow at the bottom of page 14 to allow for the easement as set forth in the Sixth paragraph as set forth on page 16.

4. Parcels 5, 6, and 15 are conveyed by quitclaim deed only. I do not think this is within the meaning of Part III, Section 1 (b) as amended by the Supplemental of November 22, 1963. Section 1 of Part III provides for conveyance of all the parcels set forth in the four paragraphs; Section 1 (b) provides for warranty of title as to the parcels in the First and Third paragraphs. It seems that Parcels 5, 6, and 15 should be included in the same deed as the other parcels but except them in the warranty clause on page 17 of the deed as contemplated in Section 1 (b).

5. In the deed to the State a definition of the term "renew" is advanced, which does not seem to have been considered in the Agreement. There is need of further clarification of the use of this term in this light, especially as to the Sixth reservation on page 16 of the deed. There is a possibility that if the parallel line was constructed on the highway side, it would encroach upon highway facilities or violate the established access control line. This is a matter that should be discussed with Mr. Litchfield and some limit placed on this definition.

6. We shall obtain a grant of the railroad easement from the Sunshine Buscuit Company in the form as submitted to you on April 12, 1965, after modifying it according to your letter of September 20. By the modification we shall eliminate the first full paragraph on page 2 covering the access road and the references to the Union Pacific Railroad Company. The Sunshine Biscuit Company will be given a right to use the access road across the railroad property by virtue of a license from the Railroad. Since the proposed license includes Parcel 18, the subject of the above discussion, this new proposal by the Railroad must be considered and resolved before the transaction with Sunshine Biscuit Company can be closed.

After reviewing the matters herein raised, perhaps a conference should be arranged with Mr. Litchfield to consider the necessary adjustments.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

JAMES R. KUHN
Staff Attorney

JRK:bb
cc: Mr. T. W. Litchfield

RECEIVED
OCT 31 1966

FOR FILING

[illegible]

6180

October 20, 1966

The Honorable Norman R. Howard
State Representative
5230 S. E. 37th Avenue
Portland, Oregon 97202

Dear Mr. Howard:

In line with our conversation on Wednesday, this is a short history of the construction on The Dalles Bypass on Interstate 80N.

The original grading contract, No. 6180, was performed by R. L. Houck Sons' Corporation and was completed on December 18, 1963. This work involved the construction of a roadbed embankment along the edge of the Columbia River in areas of some unstability. While Mr. Houck was a million dollars below the second bidder, he did perform the work successfully and, I understand, with a profit to himself. As I recall, this was possible because he made use of hydraulic filling which the competitive contractors had not considered.

Because of the unstable nature of the general area, it was felt desirable to construct a temporary surfacing with the idea being that after traffic had used the facility for a time and embankments and the areas thereunder had stabilized, a permanent high-type pavement would be constructed. The surfacing, or temporary paving (which consisted of a penetration oil mat), was done by Rogers Construction Company under Contract No. 6348 and was completed on July 16, 1964.

The permanent surface, which consists of standard portland cement concrete pavement, was contracted on May 11, 1966, to Peter Kiewit Sons' Company, Contract No. 6829, and is still under construction. All of this work was done with the approval and concurrence of the Federal Bureau of Public Roads and they are participating in the cost on the ratio of 92.25 percent Federal, 7.75 percent State.

The construction of a temporary wearing surface in areas of unstability is not an unusual procedure. We have recently done the same thing on sections of Highway 42 in Coos County and on sections of the Oregon Coast Highway in Curry County. This eventually results in an over-all facility that is likely to last for a period of quite a few years.

The contractor on the concrete paving job now underway had the misfortune on the first day or two of work of laying some pavement that was not up to specifications. This does not mean that the pavement was not structurally sound but due to a new crew, warm weather, and a strong east wind, it set up so rapidly that he could not prepare the proper finish. It was necessary that he remove about 18 panels, which was done at the contractor's expense. The area has now been repaved in a manner that meets specifications.

We have had many inquiries regarding this job and I think they probably come about from not having a full understanding of all of the factors involved. This state makes use of portland cement concrete pavement on the Interstate where its cost can be justified and concurrence of the Bureau of Public Roads can be obtained. It is true that on I-80N most of the mileage is asphaltic concrete but we do have a section about ten miles in length at Huntington now under construction that is portland cement concrete and expect to have some more west of Pendleton in the next year or two.

If you desire any further information or if there is something about this statement that is not clear, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
R. B. Sipprell
J. F. Putnam

RECEIVED
AUG 3 - 1966
FORM E-30 ... 84676

FOR FILING

I-80N-3(27) x1
6180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 29, 1966

To: Tom Edwards
Asst. Highway Engineer
BUILDING

4788

SUBJECT: Accident Record
The Dalles-Celilo Section
I80N

TE 4788

On the above, I previously submitted to you a rundown on the two fatal accidents for which we had reports.

Assuming sufficient time has elapsed for receipt of all reported accidents the first two weeks in June, I attach a more complete summary, inclusive of a fatal accident as occurred on July 4.

F B Crandall
F. B. Crandall
Traffic Engineer

FBC:njc
Attachments

NOTED
TOM EDWARDS

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
July 1966

Accident June 5, 1966: 9:30 a.m., M.P. 111.5 - 3.5 miles east of Rufus.
2 killed - 2 injured

This accident occurred on the westbound lanes of the divided section with the westbound lanes being temporarily used for two-way traffic. The section is straight and level; the weather was clear; surface dry.

Out-of-state westbound vehicle proceeding at 70 MPH making passing maneuver, collided head-on with eastbound vehicle. Operator of westbound vehicle alledgedly thought he was on freeway and stayed in the eastbound lane.

Accident June 6, 1966: 5:00 p.m., M.P. 91.00 - 7.0 miles east of The Dalles.
Property damage only. Total estimate $340.

This accident occurred in the eastbound lanes of the divided section with the eastbound lanes being temporarily used (until 6-13-66) for two-way traffic. The section is straight and level; the weather was clear; surface dry; no sight obstruction.

Eastbound sportscar disregarded warning marker placed by pickup repairing tire on shoulder of highway; sideswiped pickup on left rear side. Witness states striking vehicle was exceeding safe speed at time of accident.

Accident June 7, 1966: Dark (hour unknown) - M.P. 87.55 - 3.5 miles east of The Dalles.
Property damage only. Totaled vehicle. (1960 Pontiac)

This accident occurred in the construction area at that point where the 4-lane highway merges into the 2-lane, necessitating eastbound vehicles make a merging left turn in order to continue eastbound. A guardrail barrier is maintained at this point to channel eastbound traffic into the proper lanes during the construction period.

Eastbound (out-of-state) vehicle, operator age 16, coming off the 4-lane highway onto the 2-lane (per his statement) was crowded by a westbound truck and lacking driving room to negotiate the turn, struck the barrier guardrail.

Accident June 9, 1966: 10:30 a.m. - M.P. 91 - 70 miles east of The Dalles.
2 killed - 4 injured

This accident occurred in the two westbound lanes of the 4-lane, divided section, but carrying both eastbound and westbound traffic at the time. This is a straight, level section; weather clear; no sight obstruction.

The westbound vehicle was making a passing maneuver, one of a series by the same operator, and collided head-on with the eastbound vehicle.

Accident June 14, 1966: 10:00 a.m. - M.P. 86 - 2.2 miles east of The Dalles.
Property damage only. Left front fender, bumper and headlight.

This accident occurred in a construction area where guide cones were being used for traffic control purposes during working hours. Weather clear; surface dry; dust somewhat of a problem.

Eastbound vehicle (driver Age 17) claiming poor visibility because of dust and gravel on shoulder, struck guide cone, lost control, skidded into guardrail.

Accident July 4, 1966: 1:45 a.m. - M.P. 96.9 - 12.8 miles east of The Dalles.
2 killed - 2 injured

This accident occurred on a medium sharp left curve in a 2-lane highway section 6 miles west of Biggs junction. Weather was clear; surface dry.

Westbound Volkswagon (fastback) traveling at stated speed of 55 MPH, hit shoulder entering curve, started to slide, jerked steering wheel causing vehicle to go out of control.

According to witness (passenger) the driver, age 18, reached for a cigarette as vehicle entered curve, lost control, overturned on roadway and came to rest in eastbound lane. Injuries sustained by the two injured passengers were minor cuts and bruises.

7-29-66

RECEIVED
JUL 15 1966

FOR FILING

H 6180

July 14, 1966

4788

The Reverend Robert F. Dewrey
Wasco Methodist Church
Wasco, Oregon

Dear Reverend Dewrey:

Pardon the delay in answering your letter of June 18 but I have been out of the state.

I, too, regret the tragic death toll on Oregon's and the Nation's highways and have instituted several policies in an effort to reduce accidents. We are diligently hunting for danger spots on our highways, taking corrective steps where possible, designing and building our roads to better standards, to name a few.

I am constantly seeking ways to improve the accident situation but, with no attempt of apology, I feel that the greatest area of need in accident prevention involves the driver. Oversimplified three things are involved: the highway, the automobile, and the driver. While I intend to continue my efforts to better the items over which I have control, I feel that a good driver on a bad road is a better combination than that of a bad driver on a good road.

Oregon instituted its highway accident improvement program four or five years in advance of the Federal Government's program which indicates that we have not been blind to the problem. I only wish that I could have the time and wisdom to eliminate all of our accidents.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
J. F. Putnam (w/att.)

FC:fn bg

July 8, 1966

Mr. Holly V. Holcomb
Superintendent
Oregon State Police
107 Public Service Building
Salem, Oregon 97310

Dear Mr. Holcomb:

Reference is made to a report made by Robert R. Fisher, Lieutenant, State Police, dated July 1, 1966, wherein he requests that "both District and General Headquarters be advised at least one week prior to the time that construction is started at The Dalles Bridge Junction in order that this area may be supplemented by extra patrols to provide selective-type enforcement".

Herewith is a tentative schedule of construction for The Dalles-Fifteen Mile Creek Section:

1. Switch traffic to a two-way pattern using westbound lanes on July 14 or 15.
2. Paving operations will start during the week of July 25-29. Estimate ten days required to place P.C.C.
3. Switch traffic to four-lane operation during last week in August over Labor Day holiday.
4. Switch traffic to a two-way pattern using eastbound lanes after holidays.
5. Complete project and switch traffic to final four-lane operation about the middle of October.

I trust that this is sufficient information so that traffic control measures may be implemented to our mutual satisfaction during the construction period of this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
J. F. Putnam
R. S. Hawkins

FDM:bjm srb

FORM E-30 90M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 1, 1966

SUBJECT: Accident Record
The Dalles-Celilo Section
I80N - June 1-15, 1966

TE 4788

To: Tom Edwards
Asst. Highway Engineer
BUILDING

The complete record on the subject section for the first two weeks in June is not available as yet, except for fatal accidents; there is an approximate 30-day lag before we receive the reports.

We do have the reports on the two fatals as have occurred and copies of the detailed reports are attached. A brief summary is as follows:

Accident June 5, 1966 - 9:30 a.m., M.P. 111.5, 3.5 miles east of Rufus. 2 killed, 3 injured.

This accident occurred on the westbound lanes of the divided section with the westbound lanes being temporarily used for two-way traffic. The section is straight and level; the weather was clear.

Westbound vehicle proceeding at 70 MPH making passing maneuver collided head-on with eastbound vehicle. Operator of westbound vehicle alledgedly thought he was on the freeway and stayed in the southbound lane.

Accident June 9, 1966 - 10:30 a.m., M.P. 91, 7 miles east of The Dalles. 2 killed, 4 injured.

This accident occurred in the two westbound lanes of the four-lane divided section but carrying both eastbound and westbound traffic at the time. This is a straight level section; weather clear; no sight obstruction.

The westbound vehicle was making a passing maneuver and collided head-on with eastbound vehicle.

I will give you a rundown on the complete accident picture for this section as soon as the reports are made available to us.

NOTED
TOM EDWARDS

RECEIVED
JUL 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

F B Crandall

F. B. Crandall
Traffic Engineer

FBC:njc
Attachments

Attach [illegible]

Form 6

VEHICLE ACCIDENT REPORT

☒ Fatal ☐ Non-fatal

OREGON STATE POLICE

County Wasco

Date 6-14-66

Location Hwy 30 MP 91, 7 miles east of The Dalles Ore. Date 6-9-66 Time 10:30 AM DST

Vehicle No. 1—

Make	Type	License	Direction of Travel	Stated Speed
'62 Buick	2 dr.	4B 4791	East	Unknown

(I) GROGAN, EVERETT DEAN, Star Rt. Wasco Ore. — Name and Address of Operator; 17 yrs. — Age; 708667 — Operators License

LONG, RAYMOND LEROY, Bx. 186, Wasco Ore. — Name and Address of Owner

Vehicle No. 2—

Make	Type	License	Direction of Travel	Stated Speed
'62 Lincoln	4 dr.	Wash. RBC 845	West	55 MPH

(I) FRENCH, RAPHAEL R, 1908 N. Jefferson, Pasco Wash. — Name and Address of Operator; 61 yrs. — Age; F652-730-729-544 — Operators License

Same as above. — Name and Address of Owner

Vehicle No. 3—

Make	Type	License	Direction of Travel	Stated Speed

Name and Address of Operator .... Age .... Operators License ....

Name and Address of Owner ....

Pedestrian .... Name and Address .... Age ....

Passengers

	Name and Address	In Vehicle	Age
(K)	JACOBSEN, DAVID NORMAN, Bx. 165, Wasco Ore.	#1	17 yrs.
(K)	LONG, RAYMOND LEROY, Bx. 186, Wasco Ore.	#1	17 yrs.
(I)	BURPO, CHARLES E, 1114 W 8th, Vancouver Wash.	#1	19 yrs.
(I)	FRENCH, OLGA B. 1908 N. Jefferson, Pasco Wash.	#2	62 yrs.

WITNESSES

DAVIS, R EARL, Bx. 205, Umatilla Ore.

Name and Address

HOLDER, CLAYTON DOYAL, 1121 N 26th st. Phoenix, Ariz.

WALKER, ELWYN E, 614 Est. 11th, The Dalles Ore.

NARRATIVE

Writer arrived at 10:47 AM DST. Accident occurred on straight, level hwy. running east and west. Hwy. being used is the 2 westbound lanes of a 4 lane freeway, but presently being used as a 2 lane hwy. for east and west bound traffic. The 2 eastbound lanes of the freeway are presently closed to all traffic due to construction. Hwy. is divided in the center by a broken white center stripe, with fog lines and guard rails on each side. Hwy. paved and dry, no obstruction to vision, during hours of daylight, weather clear.

Upon arrival, both vehicles were facing south into the south guard rail, side by side. Investigation of veh.#1 revealed Raymond Long deceased, his body was on the passenger side of the front seat. David Jacobsen was lying on the pavement on the driver's side with the door from the driver's side on his head. He had severe head injuries and right wrist fractured. Everett Grogan was lying on top of Jacobsen with his left leg pinned under the dashboard on the driver's side. He received severe head cuts, a compound fracture of the left thigh and a fractured ankle. Charles Burpo was lying in the back seat and he received cuts to the face and head and chest injuries. There were no seat belts installed in the vehicle.

STATEMENTS

In veh.#2, Raphael French received a cut to the right knee and Olga French had a fractured left arm. Both were wearing seat belts.

David Jacobsen was later the same day placed in an ambulance to be transported to Portland to another hospital for treatment of his injuries, but he expired in the ambulance at 5:20 P.M. near the Sandy River Bridge, while en route.

Investigation revealed that veh.#1 was eastbound, but no details are known at this time due to inability to question the operator, who is still in serious condition. (According to Charles Burpo's description, Everett Grogan was the operator of veh.#1). Veh.#1 received complete front end and inside damage. Veh.#2 was westbound and had just passed another westbound vehicle and pulled back into the north lane, then had to apply brakes to avoid a westbound vehicle ahead which was towing a horse trailer (this vehicle never stopped at all). Veh.#2 then started skidding and pulled back into the eastbound lane to avoid the vehicle ahead, putting veh.#2 into the path of veh.#1. Point of impact was in the eastbound lane.

(See statements attached).

ACTION TAKEN

First Aid rendered to Everett Grogan by writer.
The Dalles Fire Dept. ambulance removed the three injured persons from veh.#1 to Dalles Gen. Hospital. The occupants of veh.#2 were also taken to Dalles Gen. Hospital by the Dalles Dam ambulance.
Jones Wreckers of The Dalles towed and stored veh.#1 and Runies Wreckers of The Dalles towed and stored veh.#2.
The Wasco County District Attorney is contemplating filing a Negligent Homicide charge against the operator of veh.#2.
Officers James Hanson and David Lacock assisted in the investigation.

before name.
(I)—Injured
(K)—Killed

Attach
Diagram

550-16 Irwin A. Gordon Pvt
OFFICER

cc: for Dept. Motor Vehicles ✓

State Printing

STAT

EVERETT GROGAN, operator of veh. #1, is still in serious condition and cannot be questioned at this time.

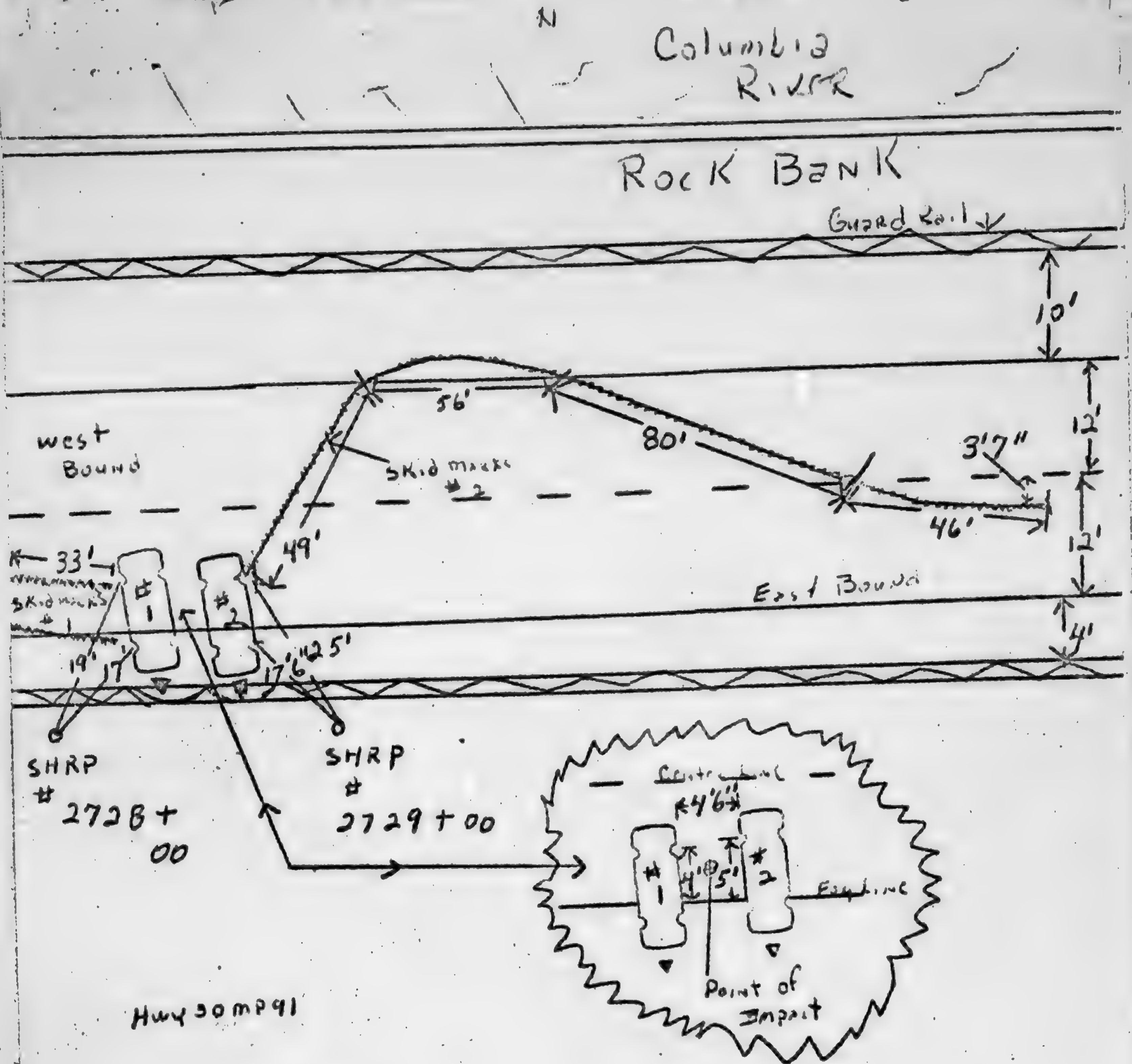
CHARLES BURPO, passenger in veh.#1, stated in substance that he does not know what happened. He was picked up as a hitchhiker on the freeway near The Dalles and he got into the rear seat on the right side. A blond haired man with bad acne was in the back seat with him on his left. There was another blond boy sitting in the front seat on the passenger side. The driver was black haired with long sideburns. He did not see anything and did not know what happened and he woke up in the hospital.

RAPHAEL FRENCH, operator of veh.#2, stated in substance that he was proceeding west at 55 MPH, he applied brakes to slow down for vehicle ahead and his vehicle then seemed to lock up and pull to the left into path of eastbound vehicle, then the collision.

LESTER EARL DAVIS, witness, stated in substance that he was working on construction on the future eastbound land, observed a white car start to pass a westbound vehicle, lost control and struck eastbound blue car headon.

CLAYTON DOYAL HOLDER, witness, stated in substance that he was proceeding east when he saw a white car starting to pass a string of cars westbound. He (Holder) pulled off the highway as far as he could on the south shoulder and slowed down. The white car saw he couldn't make it and tried to get back into proper lane but was swerving all over the highway. He finally made it back in but went out of control again and went across the highway and struck eastbound Buick headon, which had passed me.

ELWYN WALKER, witness, stated in substance that he was standing on the eastbound lane, was looking toward the westbound lane and saw this Lincoln going fast and remarked about his speed at the time, and then observed him sliding sideways after passing another westbound car and slammed on his brakes, couldn't get back in his own lane on account of a slower moving vehicle towing a horse trailer, so he straightened a little, coming back out into the eastbound lane of traffic and struck the eastbound Buick sedan headon.



Hwy 30 mp 91

#1 1962 Buick

#2 1962 Lincoln

550-16 Irwin A [illegible] P.T.

Form 8

VEHICLE ACCIDENT REPORT

OREGON STATE POLICE

☒ Fatal ☐ Non-fatal

County Sherman

Date June 8, 1966

Location Hwy 30, MP 111.5, 3½ miles east of Rufus

Date 6-5-66

Time 9:30 AM DST

Vehicle No. 1—

	Make	Type	License	Direction of Travel	Stated Speed
	Northwest 1964 Chev.	Trailer (camp) 2 dr.	TL 673 CAC 403	East	50 MPH

	Name and Address of Operator	Age	Operator's License
(I)	WALES, MARY MARGARET, 2544 NE 40th, Portland, Ore.	42	621281

Name and Address of Owner: Frank P. and Mary M. Wales, 2544 NE 40th, Portland, Ore.

Vehicle No. 2—

	Make	Type	License	Direction of Travel	Stated Speed
	1966 Chev.	4 dr.	(Mo.) ER3-912	West	70 MPH

	Name and Address of Operator	Age	Operator's License
(I)	BALLENTINE, JACK O., 1813 Fair Chillicothe, Missouri.	41	Missouri BO14-2584-946-65-191

Name and Address of Owner: Same.

Vehicle No. 3—

Make	Type	License	Direction of Travel	Stated Speed

Name and Address of Operator	Age	Operator's License

Name and Address of Owner

Pedestrian — Name and Address — Age

	Passengers — Name and Address	In Vehicle	Age
(I)	Wales, Frank P., 2544 NE 40th, Portland, Ore.	#1	57
	Wales, Suzanne, 2544 NE 40th, Portland, Ore.	#1	3½
	Sakau, Douglas, 2544 NE 40th, Portland, Ore.	#1	11
(K)	Ballentine, Ernest E., 210 Clark St., Bonner Sprgs., Kansas	#2	67
(K)	Ballentine, Dula, 210 Clark St., Bonner Springs, Kansas	#2	not known

WITNESS

EVANS, R. T D., 6014 NE 199th St., Vancouver, Washington
Name and Address

NARRATIVE

Arrived at 9:50 AM DST. Accident occurred on a straight, level, paved hwy. running east and west, which consists of the west bound lanes of a 4 lane hwy. and presently being used as a 2 lane detour. Hwy. divided in middle by a broken white center stripe, with fog lines to outside. Pavement dry, no obstruction to vision, weather clear, during hours of daylight. Upon arrival, veh.#1 was up against guard rail on south side of hwy. facing east. Veh.#2 facing west with front of vehicle rammed up against front of veh. #1. Investigation revealed veh.#1 proceeding east at 50 MPH towing small camp trailer, operator pulled to guard rail to avoid westbound veh. #2. Point of impact was in east bound lane. Veh.#2 proceeding west, at 70 MPH passed another westbound vehicle and stayed in eastbound lane of traffic, failing to observe eastbound veh.#1 until just before collision. Skid marks made by veh.#2 showed operator never tried to turn away. Both vehicles were moved to allow removal of persons from vehicles. In vehicle #2, Eula Ballentine was a passenger in the middle of the front seat and Ernest Ballentine was a passenger on the outside of the front seat. Both bodies were removed and taken to Spencer & Libby Funeral Home in The Dalles. No seat belts were being used in either vehicle. Injuries received were: Jack Ballentine - severe injuries to both knees and chest injuries and bad cut on left arm; Mary Wales - chest injury and mouth cuts; Frank Wales - possible head fracture, bad cut on face and eye. Both veh.#1 and veh.#2 received complete front end damage, and were towed and stored by B&B Dragin of Moro, Oregon.

STATEMENTS

Mary Wales, operator of veh.#1, stated in substance that she was proceeding east at 50 MPH towing a two-wheel camp trailer. All at once a westbound vehicle came at her, she pulled to the guard rail to avoid the vehicle but collision occurred.

Frank Wales, passenger in veh.#1, stated in substance that they were proceeding east at approximately 50 MPH when a westbound vehicle came at them, his wife couldn't get out of the way.

Jack Ballentine, operator of veh.#2, stated in substance that he was proceeding west at 70 MPH, had passed a westbound vehicle and thought he was on a freeway and stayed in the south lane, didn't see eastbound vehicle until just before collision.

Robert Evans, witness, stated in substance that he was driving his truck westbound and just as he came onto John Day River Bridge a westbound vehicle passed him, continued on and approximately one-half mile farther on passed another westbound vehicle and then stayed in south lane (eastbound). He saw the eastbound vehicle coming, but westbound vehicle never tried to get over to proper lane, then the collision.

ACTION TAKEN

First Aid given to Jack Ballentine, Mary Wales and Frank Wales. Vehicles towed & stored by B & B Dragin, Moro, Ore. Brakes not checked due to vehicles damage to front end. Operator of veh.#2 cited for Failure to Drive to Right Side of Highway.

Indicate before name:
(I)—Injured
(K)—Killed

Attach Diagram ✓

Irwin A Gordon
OFFICER

SP-8400-257 550-16, Irwin A. Gordon, Pvt.

cc: for Dept. Motor Vehilles.

Form 3A—Onion—30M—10-62 State Printing 46816

OFFICER'S REPORT
OREGON STATE POLICE

No.

Time

Place Hwy 30 mp 111.5

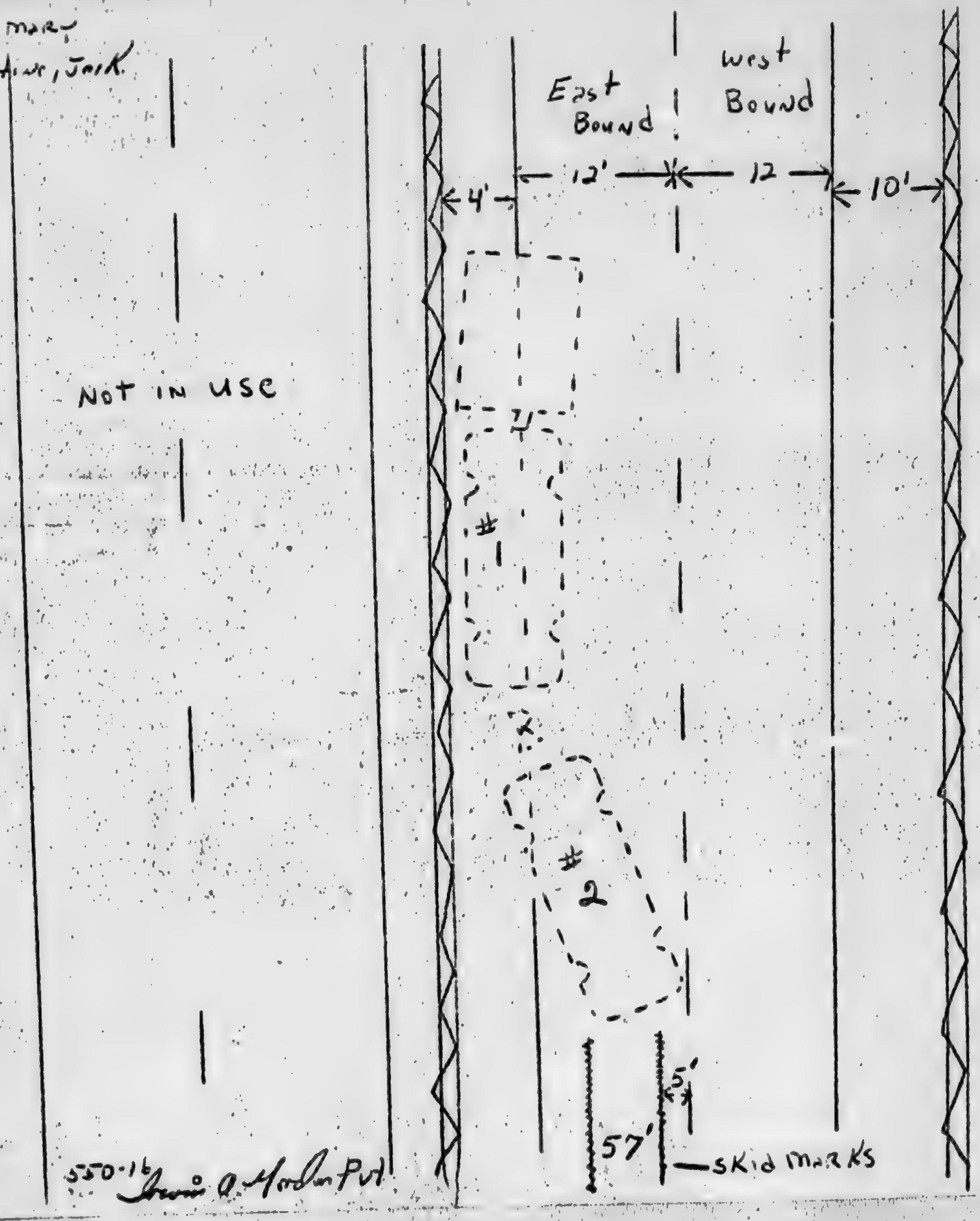
Subject Accident Dia

County Sherman

6-5-66, 19

#1 Walker, Mary

#2 Ballentine, Jack



550-16 Irvin O. Morden Pvt

The Dalles, Oregon
Chronicle
(Cir. D. 5,[illegible])
Ernest Ballentine
Eula Ballentine
JUN 6 - 1966
Allen's P.C.B. Est 1888

Two Killed, 1
In Accident S

Two persons were killed and 14 hospitalized Sunday in a series of three crashes, involving five cars, all in the Rufus area, state police reported.

Killed in a head-on crash on a two-lane section of Interstate 80N freeway just east of the John Day Dam, about 30 miles east of here, were Ernest E. Ballentine, 67, and Eula Ballentine, 67, both of Bonner Springs, Kan., parents of the driver of their car.

Jack G. Ballentine, 41, of Chillicothe, Mo., driver of the westbound car, sustained fractures of both legs, chest injuries and a deep laceration on the left arm.

Witnesses told state police the crash occurred when Ballentine passed another car, and may have thought he was still on a one-way section of the Freeway since he didn't return at once to the right-hand lane.

The adjacent two-lane section was temporarily closed for widening along a cliff.

The Ballentine car collided with an oncoming car pulling a camper, driven by Mary Wales, 42, of Portland, accompanied by her husband, Frank, 57.

Mrs. Wales sustained a broken ankle, chest injuries and lacerations, and her husband chest and head cuts, and a possible skull fracture. All were taken to The Dalles General by ambulance.

JUN 21 66

Edw

Wasco, Oregon
June 18, 1966

Mr. Ferrest Cooper, State Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper.

The citizens of this area have been shocked by several serious auto accidents recently, (one resulting in the deaths of two of our local boys), on Highway 80N under construction between The Dalles Dam and the John Day River.

There have been a disproportionate number of accidents in relation to the physical condition of the road as regards to weather. We feel that the highway in question has not been adequately marked for the volume of traffic thereon. In addition to this, nearly all of us have experienced near misses to accidents that are hair-raising, when one stops to consider the probable outcome had the actual collision occurred. From information we gather from local law enforcement officers and Oregon State Police, an extremely high percentage of accidents have been caused by out-of-state drivers; drivers who are consistantly taking chances by passing other cars with inadequate clearance—thus forcing others from the highway. Also the practice of driving too close behind the car ahead is all too common.

Porter

Because of the human factors involved, and until such time as the two-lane highway is converted to four-lane and standards set up by the Bureau of Public Roads have been achieved, we the undersigned respectfully request that you use your position to lend your support to accomplish the following:

1. Increase the number of highway patrolmen on this section of road to facilitate strong law enforcement in regards to careless drivers and the use of alcohol while driving. We realize this is a time of normal vacation rotation but we believe it is in the public interest and mandatory that this added protection be given to the people who must use this road as a link to urban areas for continuation of their business pursuits as well as for recreation.

Crandall

2. Adequate, or many or profuse markings, including lights, to mark highway exits such as the Celilo Park area and the Fulton Canyon highway, so that exit from 80N can be accomplished by a motorist without the danger of being run down.

3. Positive enforcement and application of the new "implied consent" law, and publicity regarding this enforcement, plus publicity in relation to enforcement of speed limits and all traffic regulations.

RECEIVED

NOTED
TOM EDWARDS

4. Realizing that prosecution of offenders is an important part of the total law enforcement procedure, we wish to direct the attention of our District Attorney of Sherman County, Mr. T. Lester Johnson, to the importance of keeping our local trial court cases cleared up-to-date in order that our County will be known as one to deal swiftly with offenders, so that justice may be served.

It is a severe indictment of our society that we must wait until someone is killed before we are willing to take some of our time and effort to make certain that our public highways must be made safe for all to use.

We are sotty that these foregoing actions are necessary at special request; however, until we learn to live with the automobile and are able to control the destructive tendencies of the combination of human nature and the power of the vehicle, we feel that this is little enough to protect our families using this highway this summer.

Respectfully yours,
OFFICIAL BOARD, WASCO METHODIST CHURCH
Marguerite Kaseberg, Chairman
Christian Social Concerns Commission

Richard Skiles, Chairman
Official Board Wasco Methodist Church

Robert F. Dowrey, Pastor
Wasco Methodist Church
Robert F. Dowrey, Pastor

RS:pr

Letters To The Editor

For Safer Travel

Last Thursday, I received the word of the tragic accident that occurred on highway 80N, east of The Dalles, that resulted in the deaths of Leroy Long and David Jacobsen. There are not enough adjectives in the English language to describe the wave of emotional reaction that followed my every thought for the rest of that day and the next; the helpless feeling in the pit of my stomach as I realized, in discussing the accident with friends that, figuratively speaking the automobile seems to have us all "bound and gagged" and looking down a gun barrel.

The standard reply to the situation seems to be, quote, "there is nothing we can do about it now." Or the simple question. "What can we do?" I pray that the people in our community will not give up, and lend apathy to the tragedy and thereby make it possible for the same circumstances to duplicate a similar situation as the volume of traffice picks up this summer.

Nor is it fair to the fine lads who have lost their lives through no fault of their own, and to the fellows who were badly injured, and the shock and remorse of the families over such a senseless accident, and then for us to say, it's too bad and then forget about it.

I believe that there is something that you and I as citizens can do, must do, if we are to accept any responsibility for life in this democracy.

The section of highway in question, from The Dalles Dam to the John Day River, because of the construction work, necessitates a shifting from time to time in the lanes of traffic. Upon entering this section after leaving the four-lane freeway, many drivers can not or will not adjust their speed and driving reactions to the limitations imposed by a two-way highway. There is the driver who is in a hurry who must pass all the cars in the string ahead and proceeds to dodge in and out between the cars in so doing. Then there is the driver who insists on following as close behind another as he possibly can and on ad infinitum.

It seems that the only way to counter this human refusal to adjust is by stricter law enforcement, by the addition of more patrolmen during the interim period while this section of highway is under constuction. The installation of adequate marking is a must to properly identify intersections, danger areas etc.

It is time that the citizens of this area met to utilize the many civic organizations to lend their collective voices and organizational prestige to a request for the correction of the deficiencies that are creating a safety hazard on this highway that our families travel every day. This is the least we can do for the moment in our effort to make the highway safe for all.

I believe that the requests should be sent to the governor of our state, to Forest Cooper, chief engineer of the state highway department, to our local member of the state highway commission, Kenneth Fridley, and to the director of the Oregon Traffic Safety Council, Vern Hill.

I wish to thank our governor, Mark Hatfield, for his concern and personal attention, and for the fact that he took time out from his tour while in The Dalles to make himself personlly knowledgeable concerning the details of this accident, and for his suggestions for the prevention of another similar tragedy. Also thanks to Kenneth Fridley of the State Highway Commission for recommending a complete study be made of the driving conditions and for an increase in traffic law enforcement in the immediate area.

Although these men have reacted quickly to a bad situation, it is still necessary for us as a group to make our thoughts known, to reinforce the first corrective action that has been taken and to guarantee that continued surveillance of the entire project by our state officials will be maintained until completion of the project sometime in October.

This action is little enough for a start, but what can we do for the long pull, when our society has so enamored itself with the automobile to the extent that I wonder if it isn't true that the first commandment is being violated. Thou Shalt have No Other Gods Before Me and this tin god is receiving human sacrifice at the rate of nearly 50,000 per year.

Back in the 1930s when there was evidence that the airplane was here to stay as a form of transportation, Congress enacted legislation creating the Federal Aviation Agency, primarily as a safety agency to protect the general public against the wanton building and operation of the airplane.

Why not a Federal Automotibe Agency? To exercise quality control at the engineering and manufacturing level, just as in aviation. To set up guide lines and regulations for engineers and manufacturers to incorporate safety features under strict inspection procedures to insure against mechanical failure and loss of life, just as in avaition. To require every operator of an automobile to be licensed after first completing a specified course of driver instruction and passing tests pertaining to the proficiency of the operator, just as in aviation. To require a proficiency standard to be maintained through out a lifetime of driving by retraining for license renewal, just as in aviation.Last but not least is to make it a federal offense for the use of any alcoholic beverage just prior to or during the operation of a motor vehicle, just as in aviation.

I sincerely hope that individuals and organizations alike will become "aware" and act for long-range legislation to insure that the license that is issued remains a license to drive and not a license to "kill."

Clyde L. Fridley
Wasco, Ore.

RECEIVED
AUG 2 4 1966

FOR FILING

I-80N-[illegible]

6180

July 26, 1966

Hon. Tom McCall
Secretary of State
121 State Capitol
Salem, Oregon 97310

H a-4
7-14-66

Dear Mr. McCall:

Attached for your files and records are duplicate originals of the following resolutions which were adopted by the Commission on July 14:

1) "Speed Zone Resolution No. 508" rescinding previous action and establishing a speed zone on the Olds Ferry-Ontario Section of Old Oregon Trail in Malheur County.

2) "Speed Zone Resolution No. 509" establishing a speed zone in the community of Pioneer on the Green Springs Highway in Klamath County.

3) "Speed Zone Resolution No. 510" rescinding previous action and establishing speed zones in the vicinity of the Crescent Ranger Station and the Highway maintenance station north of Chemult on The Dalles-California Highway in Klamath County.

✓ 4) "Speed Zone Resolution No. 511" establishing a temporary speed zone on a resurfacing project on The Dalles Bypass (I-80N).

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Encls.

6182

e Dalles Chronicle

THE DALLES, OREGON, TUESDAY EVENING, JULY 26, 1966

City Traffic Routing Reque

The Dalles will have as many as 6,000 cars a day passing through the downtown area if the City Council is able to influence the State Highway Department to divert traffic off the freeway during the present by-pass resurfacing project.

Preferably, a number of the motorists would stop here—instead of hastening by to get out of the Highway 80N construction area, where only two of the four lanes are open.

The tendency of travelers to avoid The Dalles, probably, in many cases, because exit is severely restricted, is dealing a heavy blow to the local economy, city officials emphasized at a special council meeting Monday night.

Complaints of business people, especially those in service trades such as service stations, restaurants and motels, have been numerous, the officials said.

The State Highway Department closed the two eastbound by-pass lanes last week. For a time, the Brewery Grade interchange, the major city center access from the east, was completely cut off from the freeway. Then one ramp was opened, permitting motorists to exit at that point while traveling west toward the city.

Throughout the discussion Monday there was a feeling that safety is a major consideration. Traffic is restricted to 45 miles per hour on the 4½ mile stretch where the present asphaltic concrete surface will be replaced by portland cement concrete.

The deceleration from freeway speeds of 70 mph creates problems, the council and state department officials agree. Said Mayor John Skirving:

"They're going to have to get flagmen as nimble as bullfighters—it seems people are trying to hit them."

Among those attending the meeting were Jim Putnam, State Highway Department division engineer from Bend; Bryant Jackman, his assistant; and Richard Hawkins, department engineer at The Dalles.

City Manager C. Dean Smith traced the history of the effort to arrive at a suitable traffic-routing arrangement as the paving job neared. He said he met with highway people and County Judge James Hunt and offered the opinion at that time that putting the freeway traffic through town would create congestion.

But before the matter could be taken before the council, the state department had already decided not to divert traffic through the city.

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lles Chronicle

LLES, OREGON, TUESDAY EVENING, JULY 26, 1966

PRICE 10 CENT

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But before the matter could be taken before the council, the state department had already decided not to divert traffic through the city.

At least two persons in the audience said they were informed that Forrest Cooper, state highway engineer at Salem, had made the routing decision, and efforts to reverse it will be directed to him. Councilman Jack Milne made a motion, with Councilman Ned Temple providing the second, to request that traffic be put through the city on Second and Third Streets.

Putnam told the council he is authorized to do everything possible by way of proper signs to tell motorists on the freeway how to get into the city during the construction period. The council wants adequate signing as quickly as possible, regardless of how the city fares in its effort to get traffic rerouted.

Effects of the by-pass project to date include heavy loss of gasoline business, said Jack Kasnick, operator of Chevron Chateau and Goldie's Cafe. He said the Standard Oil group of which he is a member has experienced a gallonage decline of about 2,700 a day, and he forecast a community sales loss of a million gallons a month during the tourist season.

One hundred-fifty or more families are dependent on this business, said T. P. Daniels. Kasnick thought the figure is even higher.

FORM E-123X

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUL 26 1966
FOR FILING

July 22, 1966

Dr. Paul R. Vogt, President
Port of The Dalles
The Dalles Clinic
The Dalles, Oregon

Files 34372 & 30555, L-3868
The Dalles-Big Eddy Section
Columbia River Highway

NOTED
R. L. PORTER

Dear Sir:

Enclosed is a Bargain and Sale Deed from the State of Oregon signed by the Highway Commission July 14, 1966. This deed covers a portion of land the State is to deed to the Port of The Dalles for relocation of the small port basin.

If this deed meets with approval, please have the document placed of record. We will appreciate being advised of the recording data so that we may complete our records.

A stamped self-addressed envelope is enclosed for your convenience.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

AE:ls
Enc.

cc: Mr. R. L. Porter

Mr. J. F. Putnam
(With 2 copies deed)

PORT OF THE DALLES
THE DALLES, OREGON
"An Inland Seaport Serving an Empire"

COMMISSIONERS
PAUL R. VOGT, PRESIDENT
DAVID H. LARSEN, VICE-PRESIDENT
WILBUR F. KELLY, SECRETARY
PAUL D. KORTGE, TREASURER
HENRY J. MAIER

MANAGER
DOLPH D. KIMSEY

7 July, 1966

R. L. Porter
Deputy State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Porter:

Thank you for your letter of June 22 in which you advised me that you had title to a 10.2 acre tract which had been acquired from the railroad and which was located in the region of the boat ramp.

I would appreciate it very much if you would transfer that acreage to the Port of The Dalles and as soon as possible the remaining property which, as yet, you have not acquired from the Union Pacific Railroad.

I appreciate your cooperation very much and would like to thank you in advance for forwarding the deed to the 10.2 acre tract.

Sincerely,

Paul R. Vogt

Paul R. Vogt, M. D.
President
Port of The Dalles

PRV:ps

NOTED
R. L PORTER

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OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 11 1966
OREGON
STATE HIGHWAY COMMISSION

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I-80N-3(27)81

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7-20-66

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Cooper
Porter

NOTED
F.B. KLABOE

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SP HEADQURTERS SALEM (ATTN CAPT MOGAN

SP MILWAUKIE

THE DALLES BY PASS TRAFFIC CONVERTED TOO TWO WAY TRAFFIC ON NORTH SIDE OF FREEWAY AT 400PM STILL IN PROCESS OF SIGNING AND PLACEING BARRICADES ADDITIONAL STRIPEING TO BE MADE AM OF 7-21-66 LOOKS GOOD SO FAR WILL ADVISE OF PROGRESS 7-21-66 AND WILL SUPPLY A REPORT AND ANY SUGGESTED CHANGES

THOUVENEL SGT
SP THE DALLES
TBH

NOTED
[illegible] EDWARDS

NOTED
FORREST COOPER
Original signed
Forrest Cooper

RECEIVED
JUL 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
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FOR FILING

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7/13/66

Form 3—50M—12-64 SP•F176

OFFICER'S REPORT
OREGON STATE POLICE

Time ....

No. ....

Place Milwaukie

County Sherman

Subject TRAFFIC COMPLAINT - Supplemental

July 12, 19 66

Refer to writer's report dated July 1, 1966.

The substance of writer's report has been discussed with Captain John D'Angelo and he concurs with the requests made in this report regarding proper signing of Highway 30N in the area of The Dalles.

However, it has been suggested by the Captain that in addition to the requests previously made by this Headquarters it also be requested that the Oregon State Highway Department post large signs where the four lane freeway ends and two lane two way traffic begins with the wording "~~DANGER~~ - END OF FREEWAY, TURN ON HEADLIGHTS." Upon entering the freeway portion again a sign should be posted reminding the motorists to turn off their lights as is now the present policy upon leaving a highway tunnel. It is our opinion that such signs would be a continual reminder to motorists of the danger of approaching traffic.

Robert R. Fisher

270-11, ROBERT R. FISHER, Lieutenant

7/13/66

RRF:aow

NOTED
TOM EDWARDS

Copies - Hunter [illegible] 7-15-66

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JUL 12 1966
FOR FILING

FORM 5-30X—80M—1-66 SP*19102-734

I-80N-3(27)

6140

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1966

SUBJECT: Handling of Traffic
The Dalles By-Pass

To: Mr. J. F. Putnam
Division Engineer
State Highway Department
P. O Box 1249
Bend, Oregon

Herewith copies of correspondence from various sources regarding steps to be taken by the Highway Department, State Police and others to safeguard traffic during the construction period of subject project.

This matter has been discussed with you, particularly the erection of two-way traffic signs located at 1,000 foot intervals along each side of those sections where opposing traffic is confined to two lanes. A 45 mile-per-hour speed limit will be posted for this section and I believe that the State Police will enforce this speed limit on a 24-hour basis.

I would suggest that you contact Sergeant Thourenel of The Dalles and coordinate traffic control measures with his office.

F D Morgan
F. D. Morgan
Construction Engineer

FDM:bjm
encs.

cc: F. B. Klaboe
R. S. Hawkins

RECEIVED
AUG 12 1966

FOR FILING

I-80N [illegible]

6180

Salem, Oregon
July 8, 1966

F. B. Klaboe
Assistant State Highway Engineer
OFFICE

In connection with the paving contract on I-80N at The Dalles, be sure that we do every reasonable thing to insure that the traveling public is fully notified of the existence of two-way operation of traffic. We have been criticized over matters of this kind in the past and I want to be extremely careful in the present instance.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

RECEIVED
JUL 12 1966
FOR FILING

6180

July 8, 1966

Oregon State Highway Commission

Gentlemen:

We have under contract a resurfacing project on The Dalles Bypass (I-80N) which will require that traffic be operated on a two-way basis during construction. This, in effect, creates a comparatively short section of two-lane highway with long sections of four-lane operation at each end.

I recommend that a temporary speed limit of 45 miles per hour be placed thereon in the interest of traffic safety. The restricted speed should apply between Mile Points 81 and 87. I also recommend that your approval carry with it an automatic cancellation upon completion of the project.

On July 7, Chairman Jackson approved the reduced speed and the matter will be on the agenda for confirmation at the July 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
F. B. Crandall
E. S. Hunter
J. F. Putnam

TE:jwa ms

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JUL 7 1966

FOR FILING
I-80N-3(27)81
1180

Salem, Oregon
July 5, 1966

Resurfacing project
The Dalles Bypass

Mr. F. B. Klaboe
Asst. State Highway Engineer

Mr. J. Eric Tucker, Deputy Superintendent of the Oregon State Police, was in my office today concerning the attendant problems which will arise when The Dalles Bypass Section goes on a two-lane operation.

He asked, among other things, that the 50 MPH speed zone be placed in the area and I am taking steps to do this.

I advised Mr. Tucker that the signing plans would be worked out and we would go over them with the State Police at the earliest possible time.

Attachments

TE:ja

Tom Edwards
Assistant State Highway Engineer

cc Mr. J. Eric Tucker
Deputy Superintendent
Oregon State Police

bc Forrest Cooper
R. L. Porter (enc.)
E. S. Hunter (enc.)
F. B. Crandall (enc.)
Victor D. Wolfe

Form 3a—20M—11-65 SP*25906-257

OFFICER'S REPORT

OREGON STATE POLICE

TIME

No.

Place Milwaukie

County Sherman

Subject TRAFFIC COMPLAINT - Supplemental

July 1 1966

Refer to letter to Mr. Holly V. Holcomb, Superintendent, dated June 18, 1966 over the signature of Robert F. Dowrey, Pastor of Wasco Methodist Church; also refer to attached letters to The Dalles Chief of Police Robert Brower and to the editor appearing in The Oregonian on June 28, 1966.

On June 28, 1966 writer accompanied Mr. Tucker, Deputy Superintendent, to The Dalles office at which time a conference was held with Sergeant Thouvenel in regards to the contents of the letter directed to Superintendent Holly V. Holcomb by the Reverend Robert F. Dowrey and the letter to the editor to The Oregonian over the signature of Mr. Clyde L. Fridley, Box 306, Wasco, Oregon. At this time Sergeant Thouvenel was in possession of a letter directed to The Dalles Police Chief from a Lulu Wilson, 1505 E. 14th Street, The Dalles, secretary of the Rufus Grange #826. This letter had been forwarded to the State Police office by Chief Brower during the period of June 28 and 29, 1966.

Both Mr. Clyde Fridley and Mrs. Lulu Wilson were contacted at their respective residences by Mr. Tucker and the writer, at which time the contents of their letters were discussed with them. Also discussed with them were our plans for stricter selective type enforcement in certain potential accident sections on Interstate Highway 80N (Highway 30) and the plans for requesting additional signing from the State Highway Department. The Deputy Superintendent explained to both of these persons that their ideas and any constructive criticism in the furtherance of traffic safety was welcomed by this department and should the need arise for further correspondence in the future they could direct it to the Superintendent at Salem General Headquarters. Both Mr. Fridley and Mrs. Wilson expressed their appreciation to the State Police Department for their quick attention and interest in the traffic problems being experienced in Sherman County.

Several attempts were made to contact Pastor Robert F. Dowrey, however, it was learned that he was away from the area for the remainder of the week. A contact was made with a Mrs. Gordon Hildebrand of Wasco who advised that Sherman County Sheriff C. L. Roberts had been present during the meeting conducted by Reverend Dowrey in regards to the traffic complaints outlined in his letter directed to the Superintendent. Subsequently Sheriff Roberts was contacted at his office in the Sherman County Court House in Moro and the substance of the complaint by Pastor Dowrey was discussed with him. Sheriff Roberts advised Mr. Tucker and the writer that all of the residents of Sherman County were deeply concerned about the dangerous traffic problem on Interstate 80N between The Dalles and the John Day River, this situation having been brought to their attention by the traffic deaths of two local Wasco boys on June 9, 1966 (refer to fatal accident report by Officer Gordon dated June 14, 1966 involving Everett Dean Grogan and Raphael R. French). The plans being made by this department in an attempt to help eliminate accidents in this area of Highway 80N

Form 3a—30M—11-55 SP*25905-237

TIME ....

Place ....

Subject ....

OFFICER'S REPORT

OREGON STATE POLICE

No. ....

County ....

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was discussed with Sheriff Roberts and it was requested that he relay our information to Reverent Dowrey and the members of the board at the Wasco Methodist Church.

Also while at the Sherman County Court House, District Attorney T. Lester Johnson was contacted and our plans discussed with him with respect to stricter traffic enforcement and our request for adequate prosecution through his office and the local court.

The complete area on Highway 80N was inspected by Mr. Tucker and the writer and it was felt that the two lane portion of Highway 30 between Celilo at Milepost 96 and Rufus at Milepost 108 should be considered for additional signing as well as to a supplement of our traffic patrol. It is felt that this area is a potential accident spot due to the fact that motorists when traveling east or west are leaving a four lane divided freeway and entering a narrow two lane two way section of highway. It would appear from our investigation that some of the accidents occurring in the past were caused by motorists after having traveled on a four lane freeway for several miles becoming confused or forgetting that they left the four lane freeway and made passes without turning back to their proper lane. Our inspection of The Dalles patrol area also reveals the same situation to the west from Cascade Locks near Milepost 44 to Mitchell Point at Milepost 57. Again we have a 13 mile stretch of two lane two way highway which could be a very potential accident area due to the fact that the motorists are again leaving four lane divided freeway which we feel is not adequately posted for reminding these motorists they have left a divided freeway and must face oncoming traffic. We also noted that motorists entering Highway 30 from the Fulton Canyon Road have no highway markings to indicate to them that the highway they are entering is a road for two way traffic. This same lack of marking was also noted on the road way entering Highway 30 from the Maryhill Toll Bridge at Biggs Junction.

As directed by Mr. Tucker the Writer contacted Sergeant Thouvenel and Corporal Aveline and directed that effective immediately the patrols assigned to Highway 80N both west and east would restrict their patroling only to the area on Highway 80N where two way traffic existed. Following the 4th of July weekend, which is covered by a special patrol schedule, Sergeant Thouvenel has been directed to remove his patrol assigned to Highway 97 to be assigned to patrol on Highway 80N as a supplement to the regular 16 hour patrol. It was also directed that Corporal Aveline spend his entire time as nearly as possible in patrol supervision of members assigned to Highway 80N. It will be Corporal Aveline's responsibility to furnish the necessary assistance for proper radar operation by supplementing the regular patrol either with his service or through assistance by the extra member which has been removed from

Highway 97 patrol. Sergeant Thouvenel has been directed to spend all possible available time away from the office and on patrol of Highway 80N to assist Corporal Aveline in furnishing adequate patrol on the four lane freeway portion of this highway between Celilo to the east and Mitchell Point to the west.

It was noted in the area at Rufus that the highway was quite well signed, a warning to west bound traffic as to the end of the freeway and the approaching of two way traffic; however, approaching this area traveling east near Celilo only one or two very small signs have been erected to advise motorists that they are leaving a divided freeway. This same lack of signing in the area at Mitchell Point while traveling west bound can be found.

While conducting this inspection in The Dalles area we were advised by Sergeant Thouvenel that a construction contract has now been let by the Oregon State Highway Commission for the purpose of concreting the bypass at The Dalles Bridge Junction on Highway 80N. We were advised that this project was expected to start shortly after the July 4th weekend and would probably take approximately four months to complete. This highway project will be from Milepost 81.5 near Weber Road to Milepost 86.35 near 15 Mile Creek. When this construction begins it will require that one side of the freeway be closed completely and the other side will be used for two way traffic. Also during this construction the exit ramp to The Dalles Bridge will be used for two way traffic. In order that traffic whether moving east or west bound may enter on to The Dalles Bridge will require that traffic be allowed to make left hand turns across the freeway. A check of this highway at the location of The Dalles Bridge Junction reveals that both sides of the freeway consist of two 12 foot lanes and also has a paved 4 foot shoulder next to the center guard rail and another 9 foot shoulder along the outside portion of the highway. It is our suggestion that during the period when the freeway is to be closed and one-half of the highway used for two way traffic that the 13 feet consisting of the two shoulders be utilized and properly marked to form a left turn lane. We feel also that stop signs will have to be installed as traffic leaves the exit ramp to enter the two lanes of traffic. Attached are diagrams showing the existing freeway and also our proposal on the left turn lane. Sergeant Thouvenel was directed that both District and General Headquarters should be advised at least one week prior to the time that construction is started at The Dalles Bridge Junction in order that this area may be supplemented by extra patrols to provide selective type enforcement.

The following are recommendations which we present to be taken under consideration for the requesting of additional signing from the State Highway Department: We think it would be beneficial in every area where

Form 3a—20M—11-65 SP*25905-257

TIME ....

OFFICER'S REPORT

OREGON STATE POLICE

No. ....

Place ....

County ....

Subject ....

.............................., 19.......

motorists are required to leave a four lane freeway and enter two lane two way traffic sections that it be posted on each end by large neon signs of the design of "Slow" signs now posted at the east end of the Rufus construction area. However, it is our recommendation that these new signs be of a more explanatory nature with such wording as "Danger, Entering Two Way Highway." In addition to these signs it is recommended that more signing be posted in both of these areas to continue to remind motorists to keep to the right and the danger of being on a two way highway. In respect to the area at The Dalles Bridge Junction which will soon be under construction it is our recommendation that signs at each end of this area of the neon type previously described be installed. We also feel that every thousand feet or so adequate speed signs and signs advising of two way traffic and to drive to the right be posted. Our request for left turn lanes is for exit at Weber Road Interchange as well as at The Dalles Bridge Interchange. This area at the present time is posted 70 miles per hour. It is our recommendation that a maximum speed of 50 miles per hour covered by resolution be made to assist us in our strict enforcement area. In order to supplement our patrol effort in other portions of Sherman County during the time that additional patrols are needed on Highway 80N, this Headquarters have made arrangements effective immediately that on about two days a week, especially during heavy traffic hours and week ends, a patrol furnished by the Milwaukie patrol office will be assigned to an area from Government Camp south on Highway 26 to the county line and also east on Highway 216 into Maupin. We have also directed that our game patrols in Sherman County assigned to the Wasco, Moro and Grass Valley areas be especially attentive for the next few months to traffic violations in this area and in general very closely follow their enforcements as outlined under Game Patrol in the Patrol Technique Manual. This matter was fully discussed with Sergeant Hershey and he agrees that these members at this time of the year will be able to assist us in furnishing traffic enforcement in these area without hindering their regular game operations.

In conclusion it is our opinion that the very attentive action taken by General Headquarters in contacting the persons whose letters have been directed to our department and the editor of The Oregonian has been met in very good favor and will result in very close cooperation between our department and local residents of Sherman County during the next few months when our traffic problems should be eliminated by the completion of the four lane freeway.

270-11, ROBERT R. FISHER, Lieutenant

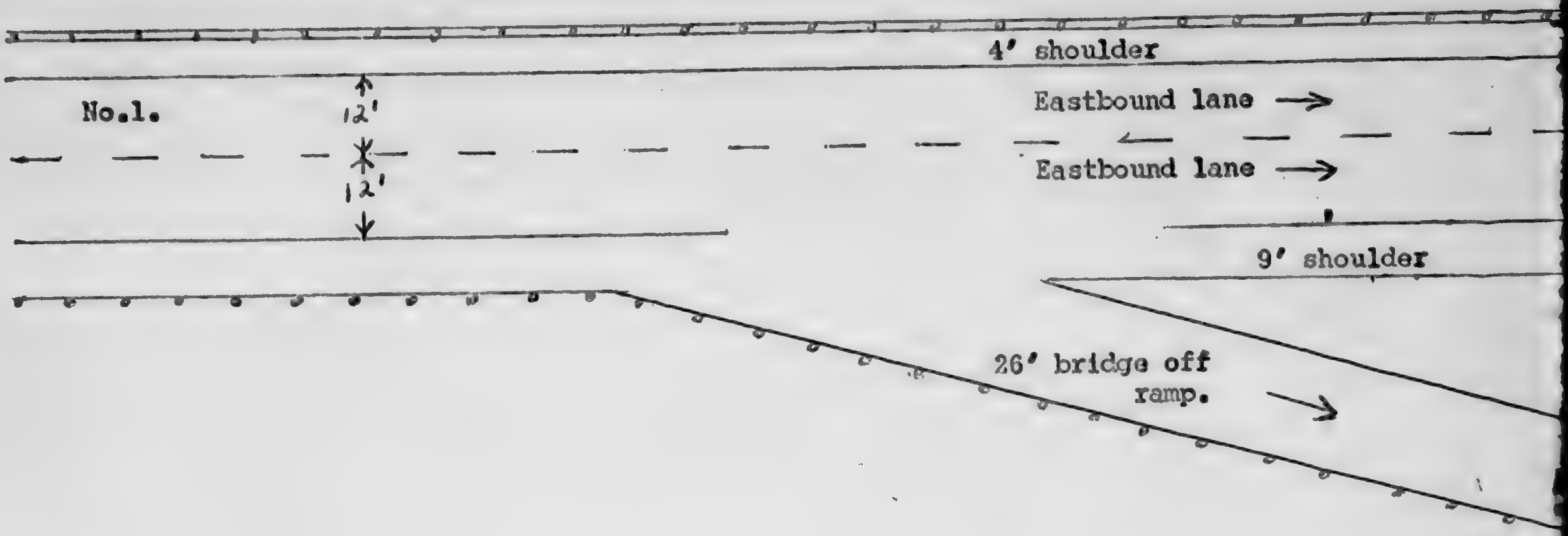
RF:sow
Enclosures

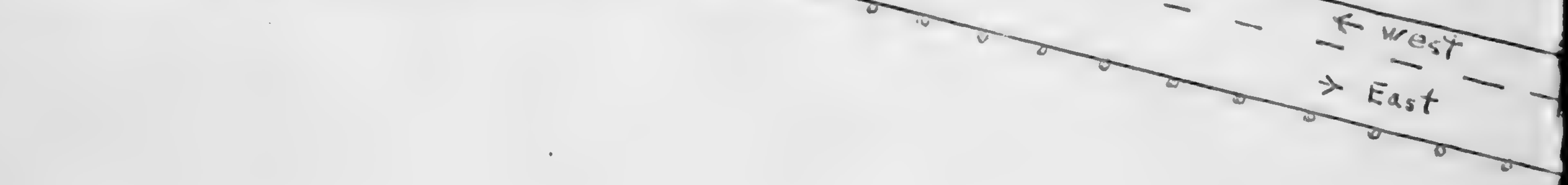
cc: To Sgt. Thouvenel

No. 1. Present eastbound Freeway, at The Dalles bridge junction.

No. 2. Suggested change for off ramp, during construction.

L. Thouvenel
213-16 L.Thouvenel, Sergeant



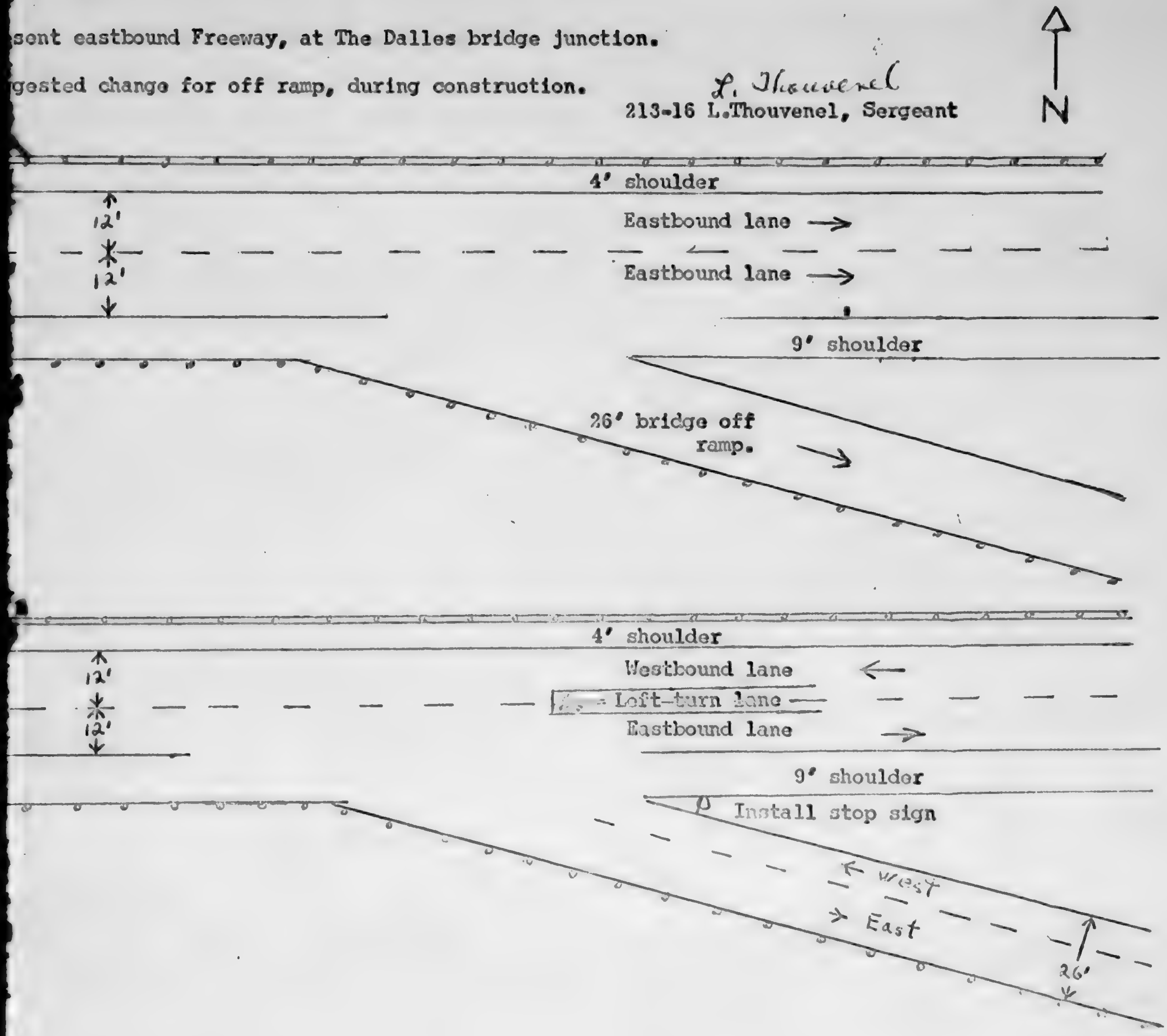


sent eastbound Freeway, at The Dalles bridge junction.

gested change for off ramp, during construction.

L. Thouvenel

213-16 L.Thouvenel, Sergeant

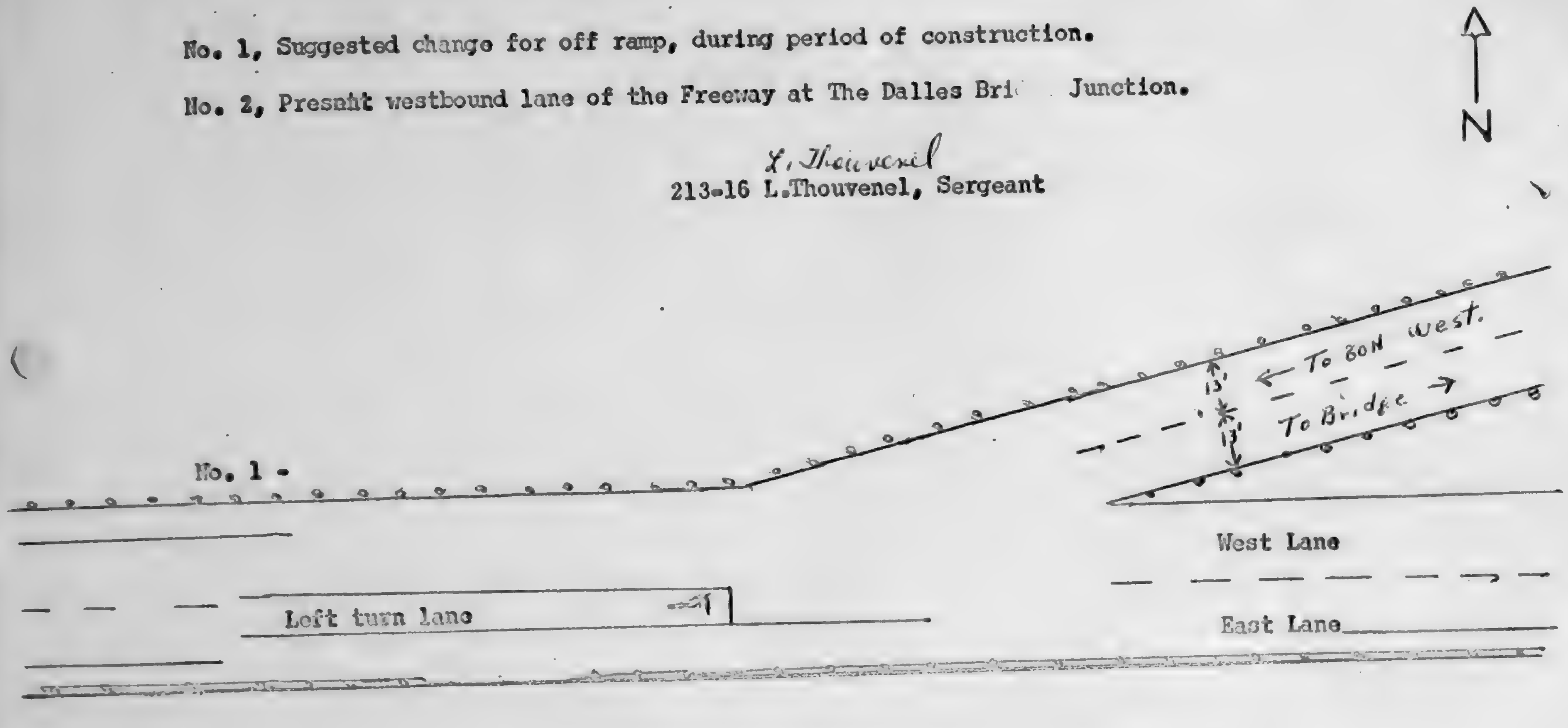


No. 1, Suggested change for off ramp, during period of construction.

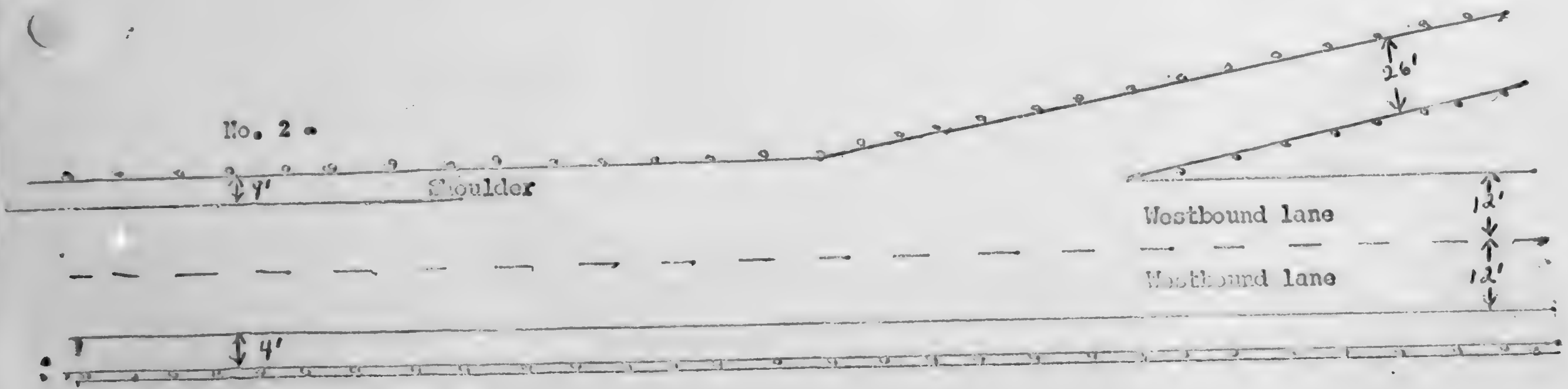
No. 2, Present westbound lane of the Freeway at The Dalles Bri Junction.

L. Thouvenel
213-16 L. Thouvenel, Sergeant

No. 1 -



No. 2 -



RECEIVED
JUN 23 1966
FOR FILING

I-80N-3(27)8

6115

June 22, 1966

Dr. Paul Vogt, President
Port of The Dalles
The Dalles, Oregon

Dear Dr. Vogt:

In line with our telephone conversation on June 20, there is enclosed a sketch drawing indicating two parcels of property involved in the relocation of the boat basin at the Port of The Dalles.

The State has acquired a 10.2-acre tract from the railroad upon which part of the boat ramp, the breakwater, and some of the moorage facilities are located. In addition, there is a southerly parcel which contains a ramp to the moorage and some of the moorage facilities and the access road to which the State has not as yet received title. This latter tract is included in a rather large acquisition from the Union Pacific Railroad Company and it is not known at this time just when the matter will be concluded. If the Port desires, I see no reason why the northerly tract could not be conveyed to the Port.

If there is anything further you need on this, please let me know.

Very truly yours,

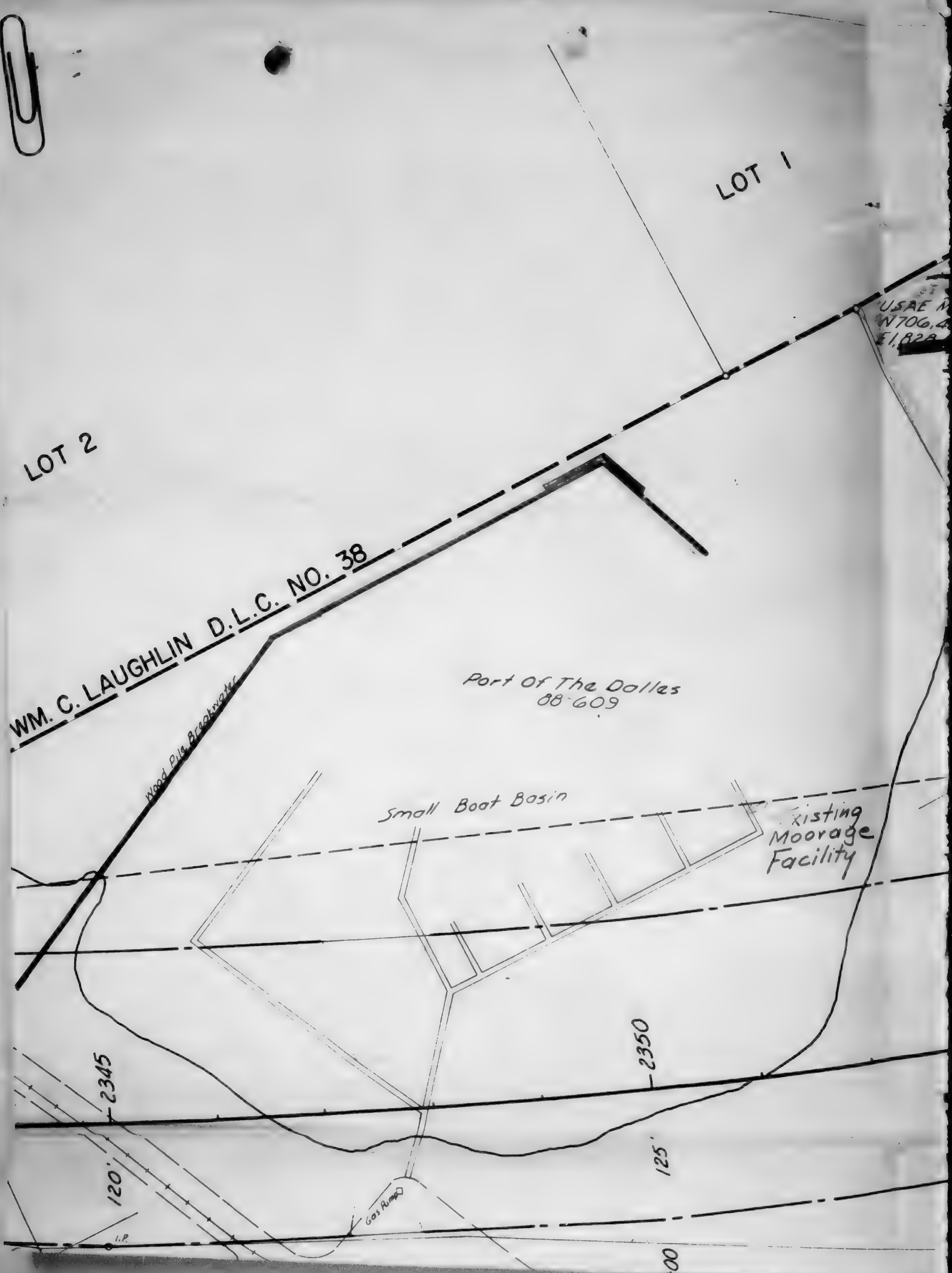
Forrest Cooper
State Highway Engineer

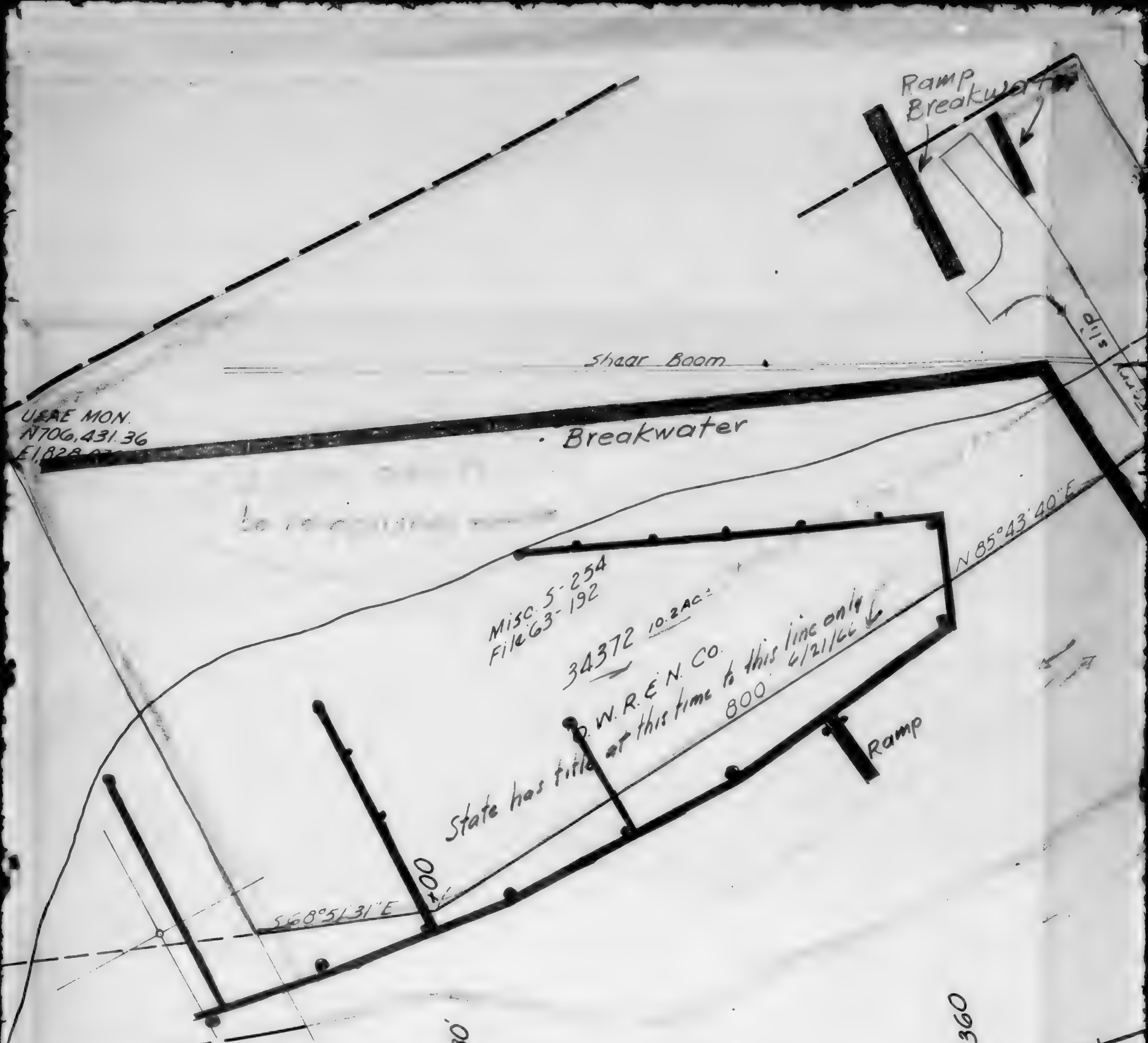
By

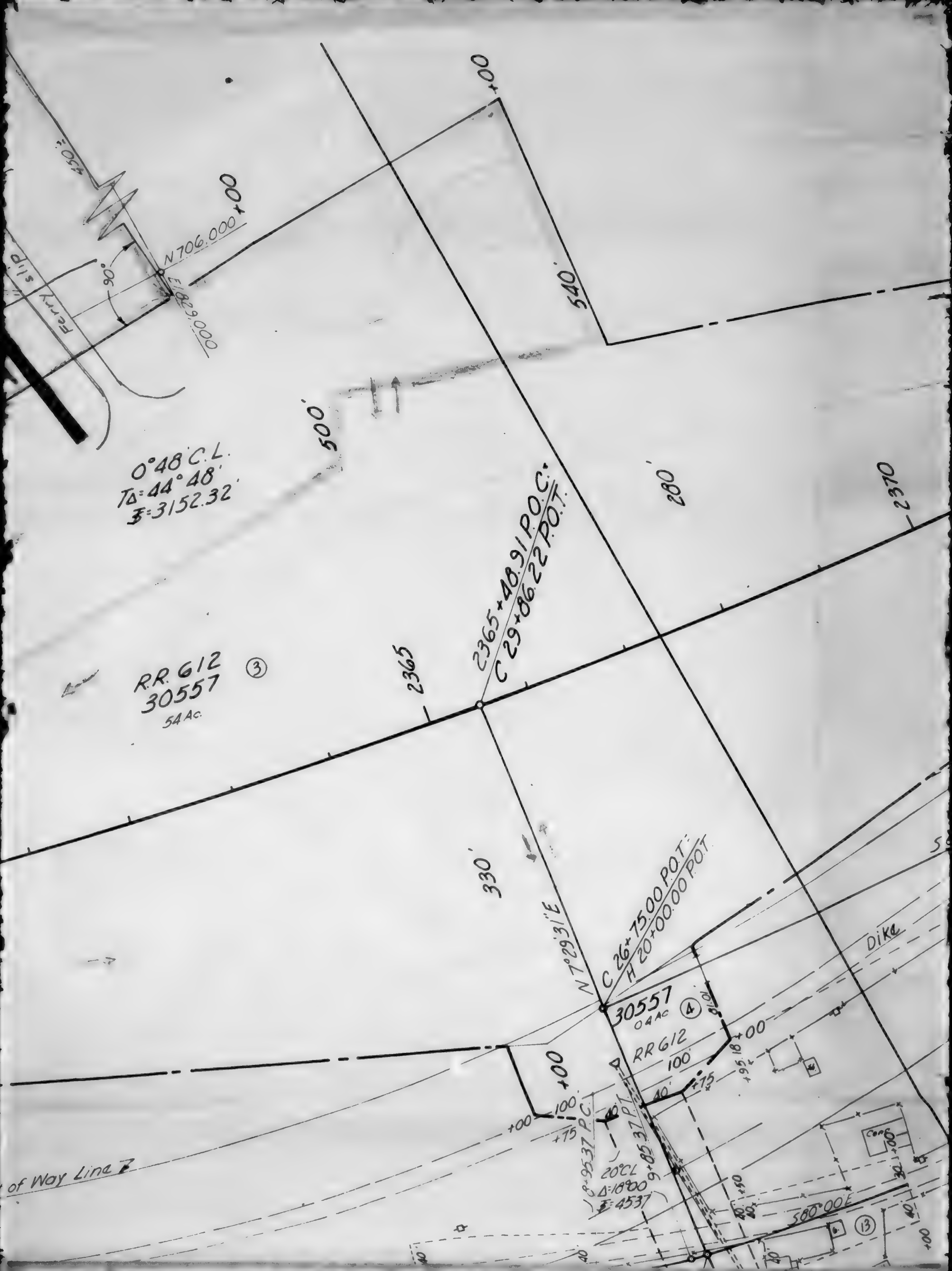
R. L. Porter
Deputy State Highway Engineer

RLP:ms
att.

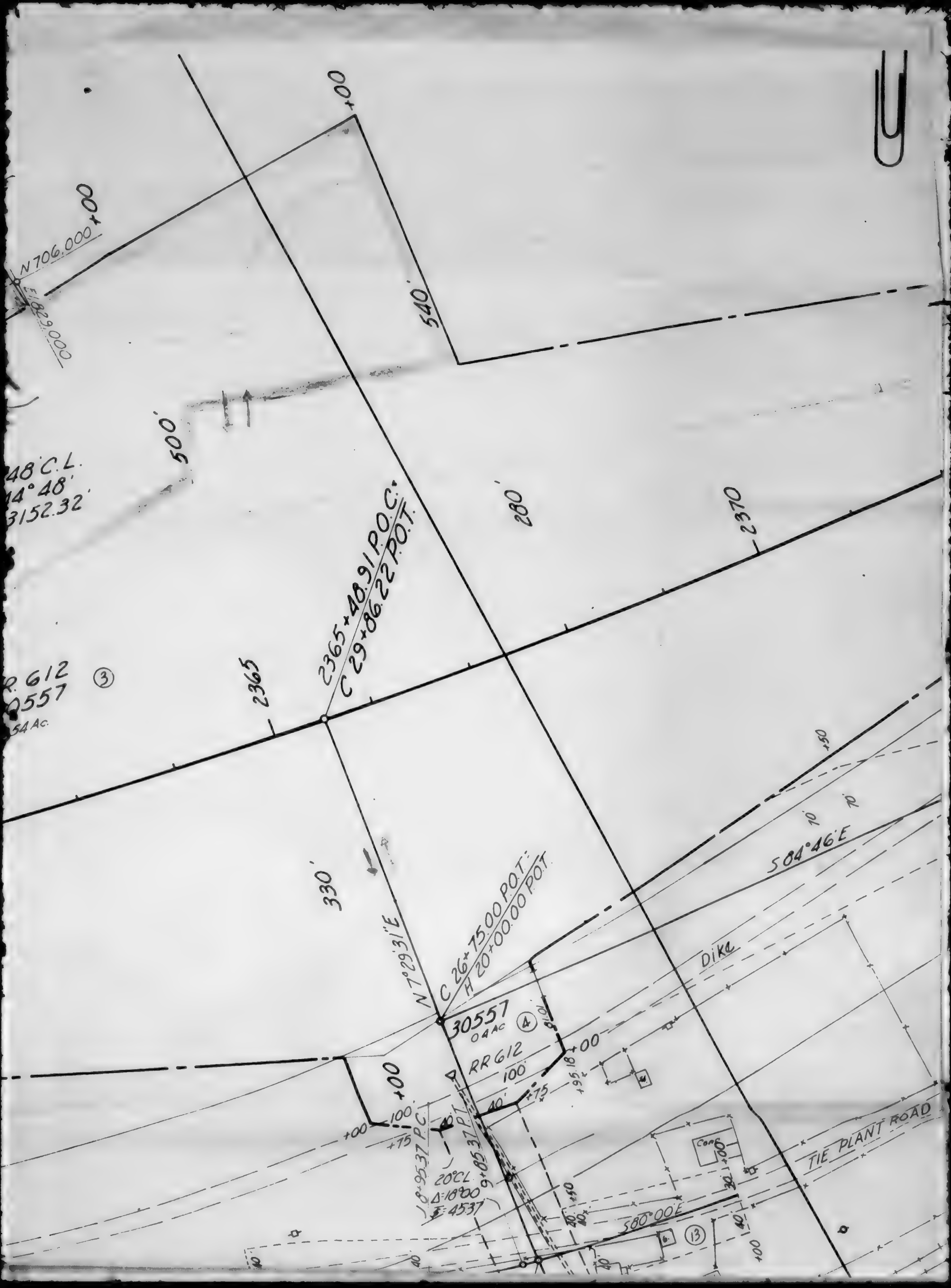
bc Mr. Glenn L. Jackson
cc Forrest Cooper
Victor D. Wolfe
G. E. Rohde

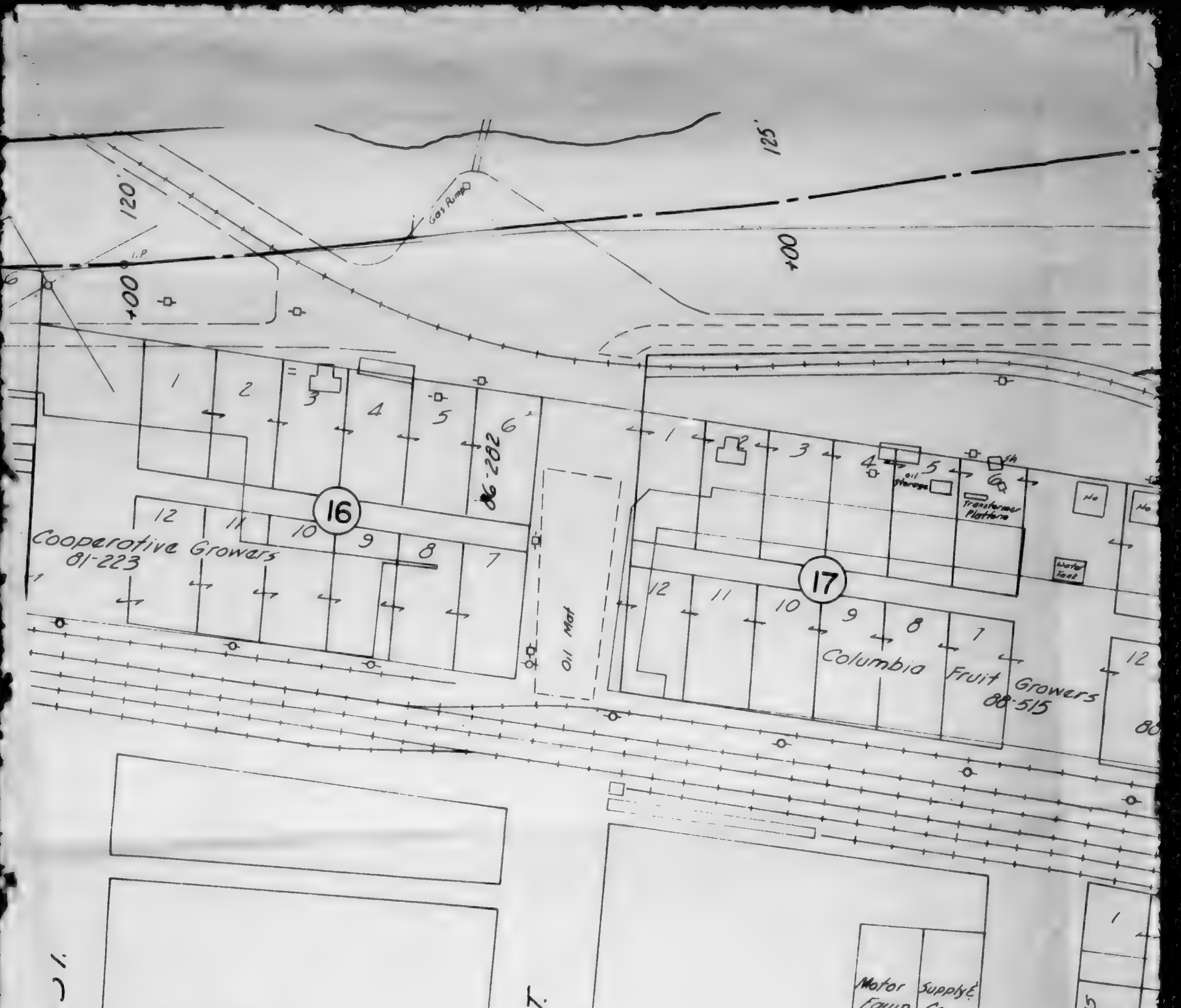

LOT 1
LOT 2
USAE M
N706,4
E1,828
WM. C. LAUGHLIN D.L.C. NO. 38
Wood Pile Breakwater
Port Of The Dalles
88-609
Small Boat Basin
Existing
Moorage
Facility
2345
2350
120'
125'
Gas Pump
I.P.
00

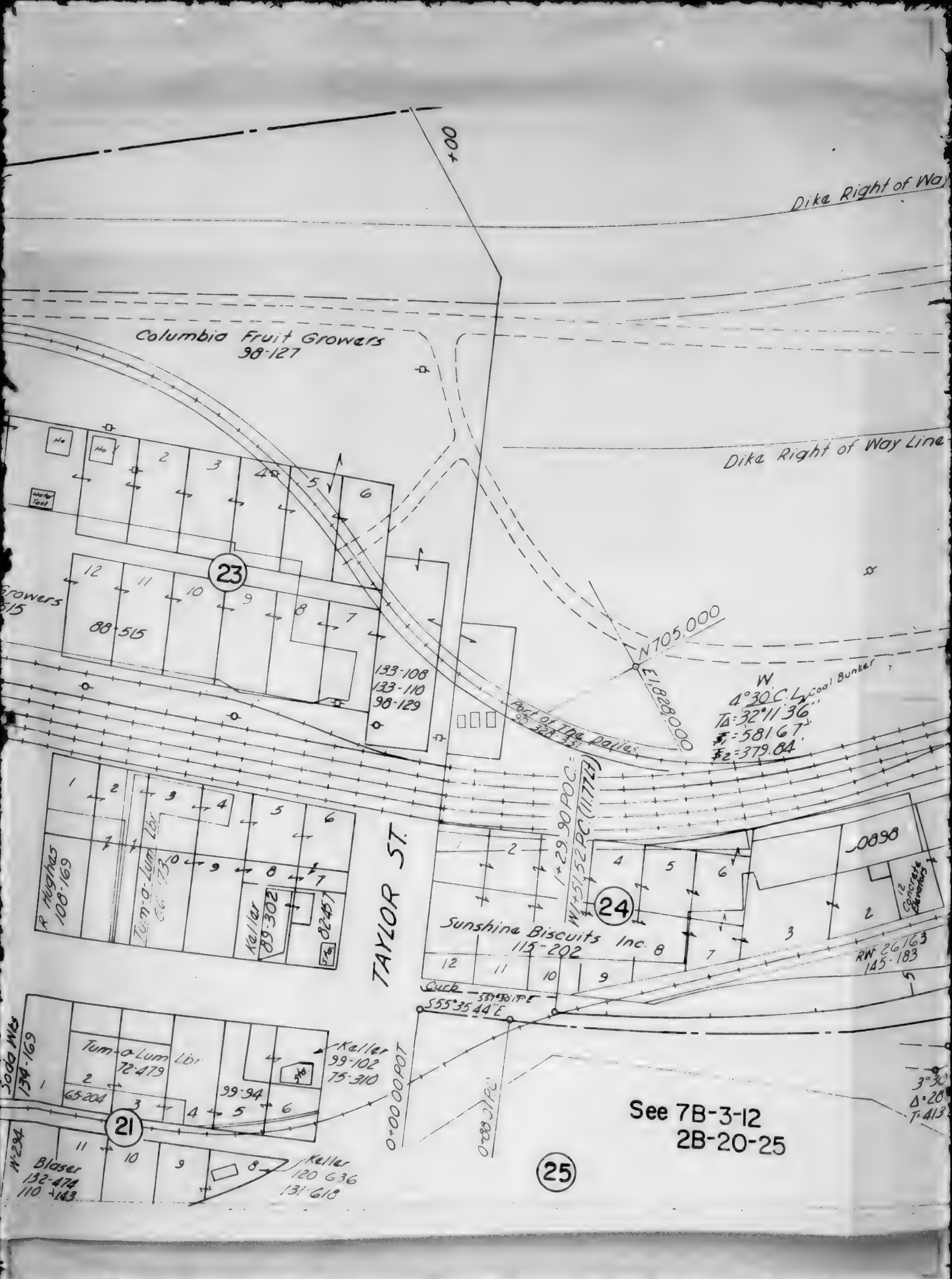

Ramp
Breakwater
slip
Shear Boom
USAE MON.
N706,431.36
E1,828.07
Breakwater
N 85°43'40"E
Misc. 5-254
File 63-192
34372 10.2 AC±
D.W.R.&N. Co.
State has title at this time to this line only 6/21/66
800
Ramp
S 68°51'31"E
+00
230'
2360
160'
2355
135'
+00
Dike Right of Way

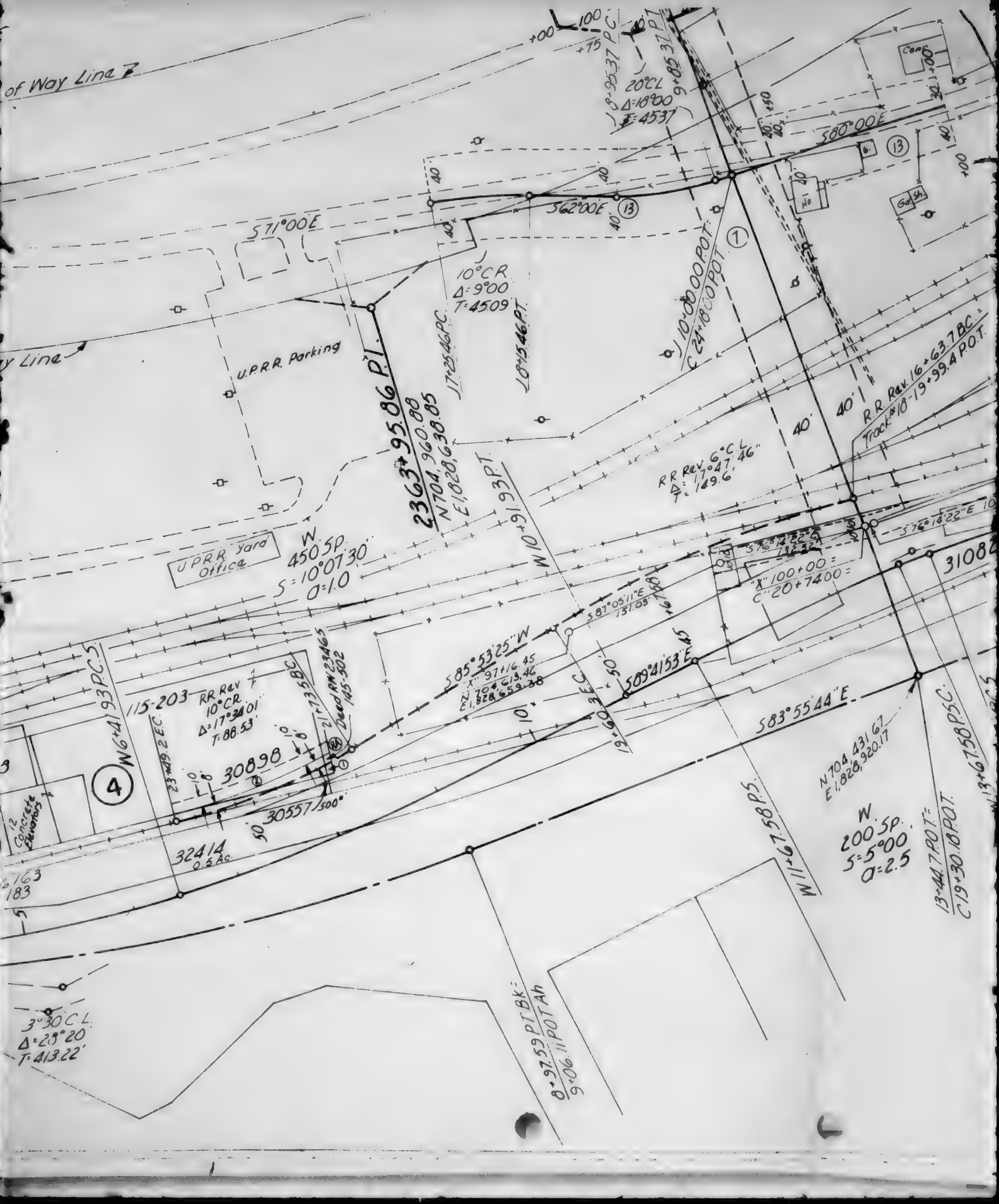


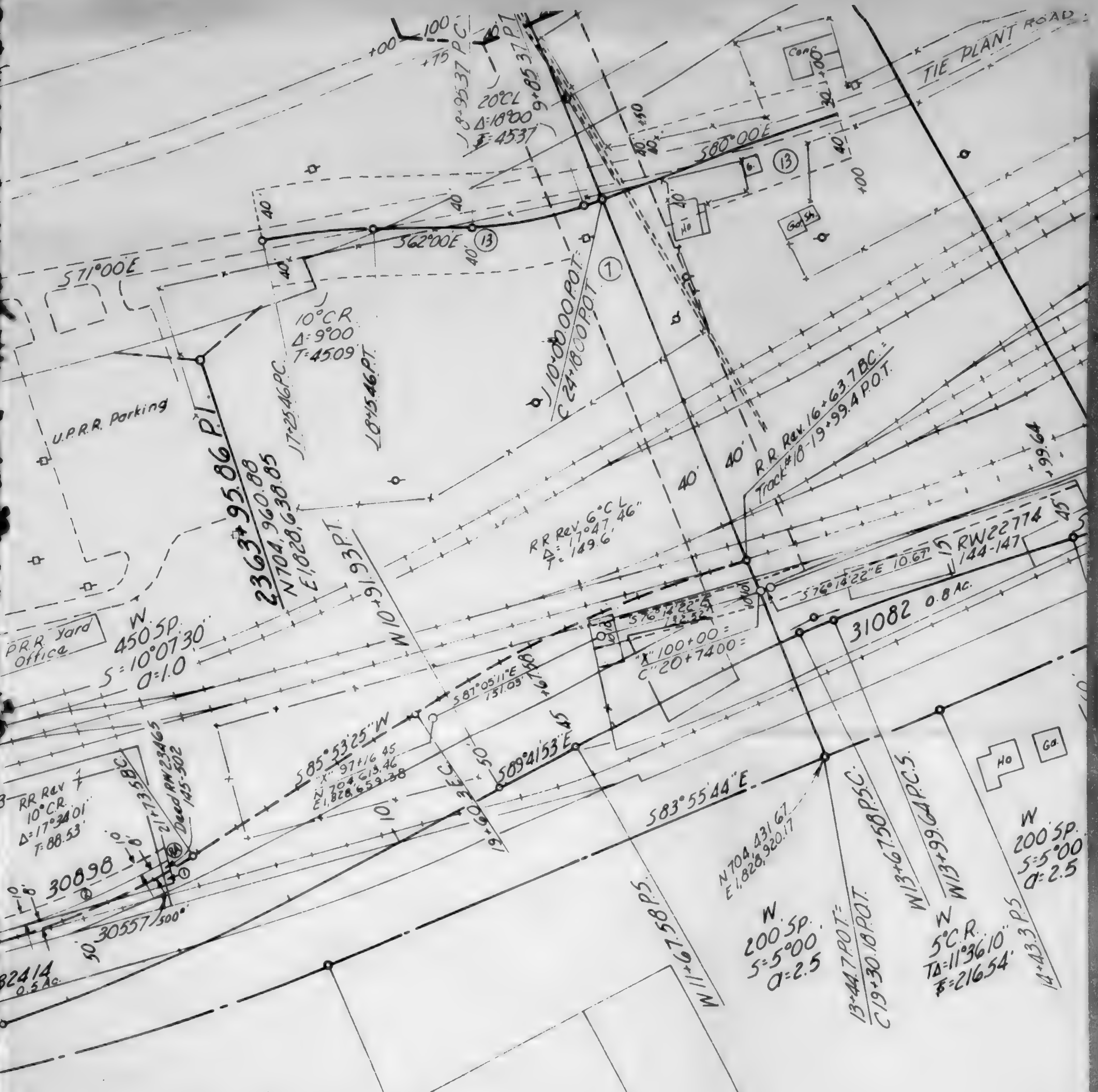
450'±
Ferry slip
90°
N 706,000 +00
E 1,963,000
540'
500'
0°48' C.L.
TΔ=44°48'
E=3152.32'
280'
2370
2365+48.91 P.O.C.
C 29+86.22 P.O.T.
2365
R.R. 612
30557
③
54 Ac.
330'
N 7°29'31" E
C 26+75.00 P.O.T.
H 20+00.00 P.O.T.
Dike
30557
0.4 Ac.
④
RR 612
100'
10.01
+95.18+00
+00
100'
+75
+00
40'
8+95.37 P.C.
9+85.37 P.T.
20° CL
Δ=18°00'
E=45.37
+75
of Way Line 7
+50
40'
S80°00'E
⑬
Conc
30'+00
40'
+00

+00
N706,000+00
E1,829,000
540'
500'
48 C.L.
14°48'
3152.32'
280'
2370
2365+48.91 P.O.C.=
C 29+86.22 P.O.T.
2365
R.612
0557
54 Ac.
③
330'
N 7°29'31"E
C 26+75.00 P.O.T.=
H 20+00.00 P.O.T.
30557
0.4 Ac
④
RR 612
100'
10.16
+00
+95.18
+75
40'
+00
100'
+00
+75
18+95.37 P.C.
9+85.37 P.T.
20°CL
Δ=18°00
T=45.37
S 84°46'E
+50
70
70
Dike
TIE PLANT ROAD
Conc
+00
S 80°00'E
⑬
40
20
40
+00
+50


120'
+00
I.P.
Gas Pump
125'
+00
16
Cooperative Growers
81-223
86-282
Oil Mat
17
oil storage
Transformer Platform
Water Tank
Columbia Fruit Growers
88-515
Motor Equip.
Supply & Co.
R Hughes
108-169
The Dalles Iron Works
Dalles Soda Wks
134-169
MADISON ST.
MONROE ST.
U.P.R.R.
87-542
Arden Farms
W-294
Blaser
132-474
110-183
65-20


+00
Dike Right of Way
Columbia Fruit Growers
98-127
Dike Right of Way Line
Water Tank
2
3
4
5
6
23
12
11
10
9
8
7
Growers
515
88-515
133-108
133-110
98-129
Port of The Dalles
90-328-331
N705,000
E1828,000
W
4°30' C.L. Coal Bunker
TΔ=32°11'36"
T1=581.67'
T2=379.84'
1
2
3
4
5
6
R. Hughes
108-169
Tum-a-Lum Lbr.
66-173
10
9
8
7
Keller
89-302
82-157
TAYLOR ST.
1+29.90 POC=
W1+51.52 PC (11.77 Lt)
2
4
5
6
24
0898
12
Concrete Elevators
2
3
Sunshine Biscuits Inc.
115-202
8
7
12
11
10
9
RW 26-163
145-183
Curb
S55°35'44"E
0+00.00 POT
0+88.31 PC
Soda Wks.
134-169
Tum-a-Lum Lbr.
72-479
1
2
65-204
3
4
5
6
99-94
Keller
99-102
75-310
21
N-294
Blaser
132-474
110-163
11
10
9
8
Keller
120-636
131-618
3°30'
Δ=28
T=413
See 7B-3-12
2B-20-25
25


of Way Line
y Line
+00
100
+75
8+95.37 P.C.
9+85.37 P.I.
20°C.L
Δ=18°00
T=45.37
S71°00E
S62°00E
S80°00E
13
13
40
40
40
40
40
20
+50
+00
20
Cone
Ho
Gd
Sh
10°C.R.
Δ=9°00
T=45.09
17+25.46P.C.
18+15.46P.T.
10+00.00P.O.T.=
C 24+18.00P.O.T.
1
U.P.R.R. Parking
2363+95.86 P.I.
N704,960.88
E1,828,638.85
W10+91.93P.T.
U.P.R.R. Yard Office
W.
450 Sp.
S=10°07'30"
a=1.0
40'
40'
R.R. Rev. 16+63.7 B.C.=
Track #18-19+99.4 P.O.T.
R.R. Rev. 6° C.L.
Δ=17°47'46"
T=149.6'
S76°14'22"E
S76°14'22"E
132.52
"X" 100+00=
C" 20+74.00=
31082
S87°05'11"E
151.05'
+67.50
S85°53'25"W
"X" 97+16.45
N704,613.46
E1,828,659.38
S89°41'53"E
45
50'
19+60.3 E.C.
10'
S83°55'44"E
N704,431.67
E1,828,920.17
W.
200 Sp.
S=5°00'
a=2.5
W11+67.58 P.S.
13+44.7 P.O.T.=
C 19+30.18 P.O.T.
13+67.58 P.S.C.
W6+41.93 P.C.S.
115-203
RR Rev
10°C.R.
Δ=17°34'01"
T=88.53'
21+73.5 B.C.
Deed RW 23465
145-502
23+49.2 E.C.
10
8
30898
30557
500°
50
4
12 Concrete Elevators
32414
0.5 Ac.
6163
183
3°30' C.L.
Δ=23°20'
T=413.22'
8+97.59 P.I. Bk=
9+06.11 P.O.T. Ah


+00
100
+75
8+95.37 P.C.
9+85.37 P.T.
20°C L
Δ=18°00
T=45.37
TIE PLANT ROAD
Conc
30
+00
+50
40
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Ga
Sh
S62°00'E
S71°00'E
10°C R
Δ=9°00
T=45.09
17+25.46 P.C.
18+15.46 P.T.
10+00.00 P.O.T.
C 24+18.00 P.O.T.
7
U.P.R.R. Parking
2363+95.86 P.I.
N704,960.88
E1,828,630.85
R.R. Rev. 16+63.7 B.C.=
Track #18-19+99.4 P.O.T.
40'
+99.64
45'
RW22774
144-147
R R Rev. 6°C L
Δ=17°47'46"
T=149.6
S76°14'22"E 10.67
S76°14'22"E
132.52
31082 0.8 AC.
"X" 100+00=
C" 20+74.00=
U.P.R.R. Yard Office
W.
450 Sp.
S=10°07'30"
a=1.0
W 10+91.93 P.T.
S87°05'11"E
151.03
+67.58
S85°53'25"W
"X" 97+16.45
N 704,613.46
E 1,828,659.38
S89°41'53"E
45
50'
10'
19+60.3 E.C.
RR Rev
10°C.R.
Δ=17°34'01"
T=88.53'
21+73.5 B.C.
Dead RW23465
145-502
30898
30557
500'
50'
32414
0.5 Ac.
S83°55'44"E
N 704,431.67
E 1,828,920.17
W 11+67.58 P.S.
W.
200 Sp.
S=5°00'
a=2.5
13+44.7 P.O.T.=
C 19+30.18 P.O.T.
W 13+67.58 P.S.C.
W 13+99.64 P.C.S.
W
5°C.R.
TΔ=11°36'10"
T=216.54'
14+43.3 P.S.
Ho
Ga
W
200 Sp.
S=5°00
a=2.5
8+97.59 P.T. Bk.=
9+06.11 P.O.T. Ah

6180

March 23, 1966

AIRMAIL

The Honorable Robert B. Duncan
United States Representative
House of Representatives
Washington, D. C. 20515

Dear Mr. Duncan:

In reply to your letter of March 15 to which was attached a letter from Mrs. C. E. Broughton, Jr., having to do with Eddy's Motel at The Dalles, I advise you as follows:

Highway 30 easterly of The Dalles was supplanted a few years ago by the construction of the Interstate freeway through the area. The old road was taken over by the County for local service and to connect with the county road system. Service to the Interstate is through The Dalles Bridge Interchange. I would not consider it feasible to connect the county road to the Interstate at any other point. The cost would be very high and the traffic negligible.

If you need any further information, I shall be glad to supply it.

Kindest personal regards,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
J. F. Putnam

RECEIVED
FORM E-30 50M 7-64 SP*6229-734
APR 14 1966

FOR FILING

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710A
3-8-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1966

SUBJECT: March 8, 1966
COMMISSION MEETING
R-30555 Port of The Dalles
Ford, Bacon & Davis
W. D. Davis Appraisal

To: Mr. Floyd Query
Secretary

Building

As you may be aware, there has been a dispute for many months between the State Highway Commission and the Port of The Dalles on one side and Ford, Bacon & Davis and Mr. W. D. Davis, over the fee owed the latter parties for an appraisal prepared by them in the Port of The Dalles condemnation action.

The beginning of this controversy was the execution of an agreement dated March 24, 1964, whereby the Commission and the Port of The Dalles engaged the services of Ford, Bacon & Davis, Inc. to prepare an appraisal of the land taken from the Port of The Dalles for highway purposes. Under that agreement Ford, Bacon & Davis was to be paid the sum of $4,200 and was to be repaid the cost of a real estate appraisal to be prepared by a real property appraiser. Mr. W. D. Davis was engaged to perform the real property appraisal and he estimated the value of those services in advance to be $7,500. When the appraisal was finally completed he rendered a claim for his work in the amount of $53,678.69. Under the agreement the Commission and the Port of The Dalles was to each pay one-half of the cost of the appraisal services.

The controversy over the amount of this billing has been going on, as I said previously, for many months. Many conferences, telephone calls and much correspondence has gone on between this office, the attorney for the Port of The Dalles, and New York attorneys for the other parties.

At a conference held in Mr. Cooper's office on the day of the last Commission meeting, March 8, 1966, the Commission authorized me to convey to the attorneys for Ford, Bacon & Davis an offer to compromise and settle the aforementioned claim for the amount of $10,000 being the State's complete obligation under the agreement for the appraisal. The Port of The Dalles made the same offer at the same time. I am now in receipt of a telegram from the attorneys for Ford, Bacon & Davis to the effect that the aforementioned compromise and settlement has been accepted. Releases will

NOTED
FLOYD QUERY

be forthcoming in the future at which time vouchers will have to be prepared, audited and paid.

I am writing you this information so that it may be incorporated in your Commission records.

G. E. ROHDE
Chief Counsel

GER:hg

FORM E-123X 50M 7-65

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MAR 21 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-3(17)81

6180

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
R. L. PORTER

March 15, 1966

Oregon State Highway Commission

Re: Our File R-30555
Ford, Bacon & Davis

Gentlemen:

This is to keep you posted as to the controversy on the Port of The Dalles appraisal with Ford, Bacon & Davis and Mr. W. D. Davis.

By my letter of March 8, to Davies, Hardy & Schenck, a copy of which was forwarded to you, I transmitted an offer on behalf of the Commission to compromise the matter for $10,000.00.

Attached is a copy of the reply I have received from Mr. John W. Burke, attorney for Ford, Bacon & Davis. There seems to be some doubt as to whether Mr. Davis is going to accept the compromise, however, you will notice that the attorney for Ford, Bacon & Davis considers that the State and the Port of The Dalles proposal was a fair one.

I will keep you advised as to any new developments.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg
Attachment

✓ cc - Mr. Forrest Cooper

NOTED
COOPER

R
MAR 1
OFFICE OF
STA

DAVIES, HARDY & SCHENCK
(DAVIES, AUERBACH & CORNELL)
2 BROADWAY
NEW YORK 10004

JULIEN T. DAVIES
DERMOD IVES
HARRISON F. DURAND
KENNETH W. GREENAWALT
JOHN W. BURKE
PHILIP S. AGAR
WILLIAM T. PULLMAN
JOHN K. CARROLL
ROBERT A. WEST
MARVIN T. YOUNG
HERBERT A. HEERWAGEN
DOANE TWOMBLY
JOHN A. CLARK
JOHN J. DONOVAN
CHARLES L. HERTERICH
WILLIAM A. BOYLAN
ROBERT D. TAISEY

MIDTOWN OFFICE
277 PARK AVENUE
NEW YORK 10017

TELEPHONE 344-5040
AREA CODE 212
CABLE ADDRESS "OVERDARE"

March 10, 1966

Re: Ford, Bacon & Davis
Your File R-30555

Dear Mr. Rohde:

Thank you for your letter of March 8.

I have communicated its contents to Mr. McCann, who says that he will recommend suit against our client in New York. If there must be litigation, I prefer that it be here. I shall keep you informed of events.

I appreciate your efforts to compromise this matter and think your proposal and Mr. Dick's are fair.

Sincerely,

John W. Burke

G. E. Rohde, Esq.
Chief Counsel
State of Oregon
State Highway Department
Salem, Oregon 97310

JWB:mm

FORM E-123X 50M 7-60
RECEIVED
MAR 14 1966
YOUR FILE
6180

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 8, 1966

Davies, Hardy & Schenck
2 Broadway
New York, New York 10004

Attention: Mr. John [illegible] Burke

Re: Our File [illegible]
Ford, Bacon & Davis

Gentlemen:

Your letter of March 1, 1966 is acknowledged. Reply has been withheld pending an opportunity to present again to the Highway Commission the whole matter of the controversy relative to the agreement of your client to furnish an appraisal of the Port of The Dalles property. As you mentioned the convening of public officials sometimes is time consuming.

A regular meeting of the State Highway Commission was held today at which time full consideration was given to the circumstances surrounding the agreement, the manner of its completion, the billings and the subsequent efforts to compromise and settle the controversy.

As a result, I have been authorized by the Commission to convey to you its proposal to contribute $10,000 as its share of all claims arising out of the aforementioned agreement and upon payment to constitute a full release of all obligations thereunder to Ford, Bacon and Davis, Inc., as well as [illegible] Davis and Appraisal Associates. This offer is made in the spirit of compromise in an effort to settle the controversy and not otherwise.

It is my understanding that the Port of The Dalles, through its attorney, Mr. William Dick, is writing you offering an equal amount as its contribution and in full release of its obligations to both parties.

On behalf of the Commission I wish to express the sincere hope that with this proposal you will be able to effect a settlement of this very troublesome matter.

Very truly yours,

G. L. [illegible]
Chief Counsel

[illegible]:gh
cc: Glenn L. Jackson
Kenneth N. Fridley
David B. Simpson
Forest Cooper
William Dick

RECEIVED
MAR 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
FEB 17 1966
FOR FILING

I-80N-3(27)81

6180

Salem, Oregon 97310
February 17, 1966

The Dalles Bypass
I-80N

Mr. L. H. Young
Office Engineer
BUILDING

As you know, the Bureau of Public Roads has approved standard mesh reinforced concrete for this project.

Please make certain that the specs are so written as to outlaw the type of finishing machine Houck used at Rice Hill. I believe it was a short pan type.

If you have any questions, see me.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. G. L. Decker

STATE COPY

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Form PR-2A (5-21-57)
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)
11-5-65

Monthly transaction number	State Oregon
Project report number 13	County Wasco
	Project number I-80N-3(27)81

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 3, 1963, is hereby modified as follows:

Revised estimated total cost of project	$ 4,058,000.00
Revised Federal funds	$ 3,742,000.00
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 5th day of November, 1965.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. N. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Klaboe
Assistant State Highway Engineer
(Title)

By ____________________
____
(Title)

By ____________________
____
(Title)

USCOMM-DC 8120-P63

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For Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. FOR FILING 9	FO PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
		COUNTY Wasco
PROJECT REPORT NO. 7	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	PROJECT NO. I-80N-3(27)81

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 W. Limits The Dalles to The Dalles Br.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	10-8-62	3.583
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,357,282.00	$ 4,008,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By Lloyd P. Shaw

Asst. State Highway Engineer
(Title)

By ____________________

(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)
L R Backlund
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer April 3, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Federal-Aid
Project No. I-80N-3(27)81

Oregon State Highway Department

THE DALLES SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 12, 1963

Type Code 0010
Roadway (Sta. 2253+99.60 to Sta. 2473+50)(Contract 6180)

Clearing and Grubbing	All	Req. (99%)		$ 143,609.40
Drainage Excavation, Unclass.	5,945	cu.yd.	$ 4.00	23,780.00
Embankment in Place	2,925,000	cu.yd.	0.75	2,193,750.00
Selected Subgrade in Place	83,150	cu.yd.	2.61	217,021.50
Rock Slope Protection in Place	126,450	cu.yd.	1.40	177,030.00
Selected Gravel Blanket in Place	49,330	cu.yd.	2.61	128,751.30
Block Rock Toe in Place	11,400	cu.yd.	2.00	22,800.00
Embankment Foundation and Boat Basin Excavation, Unclassified	176,000	cu.yd.	0.50	88,000.00
Furnishing and Placing Topsoil	9,300	cu.yd.	2.50	23,250.00
Finishing Roadbed and Slopes	All	Req. (99%)		9,900.00
Seeding	30	acre	110.00	3,300.00
Mulching	30	acre	200.00	6,000.00
Grass Seed, Crested Wheatgrass	400	lb.	1.00	400.00
Grass Seed, Hard Fescue	400	lb.	0.75	300.00
Inorganic Fertilizer	130	cwt.	7.00	910.00
12-inch Concrete Pipe	280	lin.ft.	3.00	840.00
18-inch Concrete Pipe	1,500	lin.ft.	4.80	7,200.00
8-inch Corrugated Metal Pipe	430	lin.ft.	2.50	1,075.00
12-inch Corrugated Metal Pipe	180	lin.ft.	3.00	540.00
15-inch Corrugated Metal Pipe	1,260	lin.ft.	3.30	4,158.00
18-inch Corrugated Metal Pipe	1,600	lin.ft.	4.00	6,400.00
24-inch Corrugated Metal Pipe	170	lin.ft.	6.10	1,037.00
48-inch Corrugated Metal Pipe	240	lin.ft.	18.00	4,320.00
72-inch Corrugated Metal Pipe	260	lin.ft.	30.00	7,800.00
48-inch Corrugated Metal Pipe, Asbestos Protected, Protected Invert, 10 Gage	200	lin.ft.	28.00	5,600.00
60-inch Corrugated Metal Pipe, Asbestos Protected	230	lin.ft.	32.00	7,360.00
48"-24" Eccentric Corrugated Metal Pipe Reducers	2	only	150.00	300.00
Installing 8-inch Cast Iron Pipe	200	lin.ft.	2.50	500.00
Install 15-inch Corrugated Metal Pipe	400	lin.ft.	2.50	1,000.00
12-inch Sewer Pipe	110	lin.ft.	3.00	330.00
Salvaging and Reinstalling Culvert Pipe	240	lin.ft.	4.00	960.00
Salvaging and Stockpiling Culvert Pipe	90	lin.ft.	5.00	450.00
18-inch Culvert End Sections	20	only	50.00	1,000.00

18-inch Metal Tide Gates	2	only	$210.00	$	420.00
24-inch Metal Tide Gates	1	only	250.00		250.00
60-inch Metal Tide Gates	1	only	1,300.00		1,300.00
Salvaging Tide Gates	1	only	150.00		150.00
48-inch Metal Seepage Barrier	4	only	220.00		880.00
1-1/2 inch Electrical Conduit	350	lin.ft.	3.00		1,050.00
2-inch Electrical Conduit	250	lin.ft.	4.00		1,000.00
Illumination Revision	All	Req.			1,000.00
2-inch Galvanized Water Pipe	280	lin.ft.	3.00		840.00
Salvage Water Main	All	Req.			3,000.00
Movement Indicators	16	only	200.00		3,200.00
Concrete Manholes	4	only	500.00		2,000.00
Reconstruction of Manholes	1	only	350.00		350.00
Concrete Inlets, Type G	2	only	150.00		300.00
Class "A" Concrete in Collars	6	cu.yd.	150.00		900.00
Metal Reinforcement in Collars	1,200	lb.	0.25		300.00
Type 2 Fence	150	rod	6.60		990.00
Type 3 Fence	16	rod	30.00		480.00
Salvage and Reinstall Type 2 Fence	90	rod	6.00		540.00
Reconstruction of Chain-Link Fence	160	lin.ft.	4.00		640.00
Metal Guard Rail	3,100	lin.ft.	2.30		7,130.00
Type 2 Barricade	220	lin.ft.	5.50		1,210.00
Salvage and Reinstall Guard Rail and Median Barrier	3,100	lin.ft.	2.10		6,510.00
Salvage and Stockpile Guard Rail	1,800	lin.ft.	0.60		1,080.00
Salvage and Reinstall Type 2 Barricade	400	lin.ft.	1.10		440.00
Salvage and Stockpile Type 2 Barricade	550	lin.ft.	0.60		330.00
Salvage and Reinstall Guide Posts	50	only	2.50		125.00
Coarse Crushed Material in Base	20,930	ton	1.56		32,650.80
3/4" - 0 Material in Base	6,170	ton	1.56		9,625.20
Sprinkling	14,950	M-gal.	2.50		37,375.00
Preparation of Base	All	Req. (95%)			2,375.00
3/4" - 0 Material in Binder Course	234	cu.yd.	5.00		1,170.00
Furnishing and Placing Aggregates	850	cu.yd.	5.00		4,250.00
RC-250 Asphalt	36	ton	70.00		2,520.00
120-150 Asphalt	64	ton	70.00		4,480.00
MS-1 Asphalt	18	ton	75.00		1,350.00
Class "B" Asphaltic Concrete	3,680	ton	10.00		36,800.00
Extra for Paving Approaches	4	only	100.00		400.00
Asphaltic Concrete Traffic Markers, Type "L"	400	lin.ft.	1.50		600.00
Remove Port Dock Trestle and Construction Barricade	All	Req.			10,000.00
Reconstruct Grain Conveyor	All	Req.			25,000.00
Furnish Treated Timber Piling for Grain Conveyor	300	lin.ft.	1.50		450.00

Drive Timber Piles for Grain Conveyor	6 only	$ 50.00	$ 300.00
Relocate Boat Moorage	All Req.		10,000.00
Furnish Timber Piling for Boat Moorage	3,630 lin.ft.	1.65	5,989.50
Drive Timber Piles for Boat Moorage	66 only	65.00	4,290.00
Structural Excavation for Box Culverts	120 cu.yd.	3.50	420.00
Structural Excavation below Elevation Shown for Box Culvert	20 cu.yd.	7.50	150.00
Class "A" Concrete in Box Culvert	All Req.		15,000.00
Metal Reinforcement in Box Culvert	All Req.		7,840.00
Structural Excavation for Walls	90 cu.yd.	10.00	900.00
Structural Excavation Below Elevation Shown for Walls	20 cu.yd.	30.00	600.00
Class "A" Concrete in Walls	60 cu.yd.	82.00	4,920.00
Metal Reinforcement in Walls	6,500 lb.	0.17	1,105.00
			$3,346,647.70

Flagging (57½% of Contractor's Cost)	All Req. (99%)	$ 24,750.00
Signing (Temporary)	All Req.	1,500.00
Salvage RR Tracks	All Req.	1,000.00
Move Gas Pump and Tanks	All Req.	2,000.00
Salvage Sign, Sta. 2532+70	All Req.	1,000.00
Furnish Guard Rail End Pieces, Post and Hardware	All Req.	200.00
		$ 30,450.00

Utilities

Work by Pacific Power & Light Co.	All Req.	$ 11,578.00
Work by Pacific N.W. Bell Tel. Co.	All Req.	2,325.00
Work by Wasco Co. P.U.D.	All Req.	14,300.00
Work by City of The Dalles (Water Line)	All Req.	22,750.00
		$ 50,953.00
	Subtotal	$3,428,050.70
	10% Engr. & Cont.	342,804.30
	Total	$3,770,855.00

Type Code X221
W. The Dalles Interchange (Br. #8766)(Sta. 2268+50.50 to Sta. 2270+12.50)
(Contract 6130)

Shoring, Cribbing, etc.	All Req.		$ 10,000.00
Structural Excavation	200 cu.yd.	$ 10.00	2,000.00
Structural Excavation Below Elevation Shown	20 cu.yd.	30.00	600.00
Class "A" Concrete (700 cu.yd.)	All Req.		27,500.00
Metal Reinforcement (221,000 lb.)	All Req.		27,600.00
Preparation of Slopes	700 sq.yd.	1.00	700.00
Concrete Slab Riprap	700 sq.yd.	7.50	5,250.00
8-inch Metal Drain Pipe	130 lin.ft.	3.50	455.00
			$ 74,105.00

Type Code X231
**2nd Street O'xing (Br. #8775)(Sta. 2291+63.39 to Sta. 2296+17.39)
(Contract 6180)**

Shoring, Cribbing, etc.	All	Req.		$ 23,411.00
Structural Excavation	400	cu.yd.	$ 10.00	4,000.00
Structural Excavation Below Elevation Shown	40	cu.yd.	30.00	1,200.00
Furnish 10" BP 42# Steel Piling	1,155	lin.ft.	4.00	4,620.00
Drive Steel Piles	33	only	60.00	1,980.00
Splice Steel Piles	8	only	50.00	400.00
Class "A" Concrete (1,222 cu.yd.)	All	Req.		115,900.00
Metal Reinforcement (271,000 lb.)	All	Req.		37,940.00
Structural Steel (Carbon 808,000 lb.; Low Alloy 43,000 lb.)	All	Req.		171,827.00
Metal Parapet Railing	788	lin.ft.	5.00	3,940.00
8-inch Standard Steel Pipe	70	lin.ft.	20.00	1,400.00
8-inch Metal Drain Pipe	200	lin.ft.	3.50	700.00
				$ 367,318.00

Type Code X001
Port of The Dalles Access Bridge (Br. #8778)(Sta. 2327+00)(Contract 6180)

Furnish Treated Timber Piling	1,655	lin.ft.	$ 1.50	$ 2,482.50
Drive Timber Piling	27	only	50.00	1,350.00
Trestle Superstructure, Treated	95	lin.ft.	145.00	13,775.00
Treated Timber in Place	7	M-FBM	400.00	2,800.00
				$ 20,407.50

Type Code X221
The Dalles Bridge U'xing (Br. #8526)(Sta. 2446+09.33)(Contract 6180)

Shoring, Cribbing, etc.	All	Req.		$ 5,800.00
Structural Excavation	330	cu.yd.	$ 10.00	3,300.00
Structural Excavation Below Elevation Shown	40	cu.yd.	30.00	1,200.00
Class "A" Concrete (577 cu.yd.)	All	Req.		36,000.00
Metal Reinforcement (167,000 lb.)	All	Req.		20,000.00
Preparation of Slopes	350	sq.yd.	2.00	700.00
Concrete Slab Riprap	350	sq.yd.	8.50	2,975.00
6-inch Standard Steel Pipe	60	lin.ft.	12.50	750.00
8-inch Metal Drain Pipe	160	lin.ft.	3.50	560.00
				$ 71,285.00

Subtotal	$ 533,115.50
10% Engr. & Cont.	53,311.50
Total	$ 586,427.00

Length of Roadway - - - - - - - -	3.466 Miles
Length of Roadway - - - - - - - -	0.369 Mile (Exception)
Length of 4 Structures- - - - -	0.117 Mile
Length of 4 Structures- - - - -	0.184 Mile (Exceptions)
Total Length- - - - - - - - - -	4.136 Miles
Cost of Roadway Per Mile- - - -	$1,087,955.85

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,770,855.00	$3,469,000.00	$301,855.00
Structures	586,427.00	539,000.00	47,427.00
	$4,357,282.00	$4,008,000.00	$349,282.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

THE DALLES SECTION

Project No. I-80N-3(27)81

Estimated cost of work by the Pacific Northwest Bell Telephone Company.

R.O. 44916 Sta. 2285+2328

Labor	$ 305.00
Materials	190.00
Equipment	75.00
Construction Overhead	105.00
	$ 675.00

R.O. 44914 Sta. 2310 to 2315

Labor	$ 750.00
Material	365.00
Equipment	180.00
Construction Ovrhead	330.00
Salvage Credit	- 40.00 Cr.
	$1,585.00

R.O. 44915 Sta. 2438

Labor	$ 60.00
Material	10.00
Equipment	15.00
Construction Overhead	15.00
Salvage Credit	- 35.00 Cr.
	$ 65.00
TOTAL	$2,325.00

Estimated cost of work by the City of The Dalles.

Water Lines

Materials	$11,130.00
Labor	5,450.00
Equipment and Transportation	3,000.00
Construction Overhead	2,520.00
Handling	650.00
	$22,750.00

THE DALLES SECTION - contd.

Project No. I-80N-3(27)81

Estimated cost of work by Pacific Power and Light Co.

Installation Cost

Materials	$ 5,242.33
Labor	6,754.05
Equipment	655.82
Miscellaneous Cost	220.00
	$12,872.20

Removal Costs

Labor	$ 2,816.92
Equipment	286.58
	$ 3,103.50
Salvage Credit	$-1,502.33 Cr.
TOTAL	$14,473.37
State Share 80%	$11,578.69
USE	$11,578.00

Estimated cost of work by Northern Wasco County P.U.D.

Work by Contract

Lebanon Electric Company	$14,300.63
USE	$14,300.00

Federal-Aid
Oregon State Highway Department Project No. I-80N-3(27)81

THE DALLES SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 26, 1962

Type Code 0010
Roadway (Sta. 2253+99.60 to Sta. 2473+50)

Clearing and Grubbing	All	Required	(99%)	$ 59,400.00
Drainage Excavation, Unclassified	5,945	cu.yd.	$6.50	38,642.50
Embankment in Place	2,925,000	cu.yd.	1.10	3,217,500.00
Selected Subgrade in Place	83,150	cu.yd.	1.45	120,567.50
Rock Slope Protection in Place	126,450	cu.yd.	2.75	347,737.50
Selected Gravel Blanket in Place	49,330	cu.yd.	1.75	86,327.50
Block Rock Toe in Place	11,400	cu.yd.	3.00	34,200.00
Embankment Foundation and Boat Basin Excavation, Unclassified	176,000	cu.yd.	0.50	88,000.00
Furnishing and Placing Topsoil	9,300	cu.yd.	2.50	23,250.00
Finishing Roadbed and Slopes	All	Required	(99%)	12,375.00
Seeding	30	acre	150.00	4,500.00
Mulching	30	acre	250.00	7,500.00
Grass Seed, Crested Wheatgrass	400	lb.	1.00	400.00
Grass Seed, Hard Fescue	400	lb.	1.00	400.00
Inorganic Fertilizer	130	cwt.	6.00	780.00
12-inch Concrete Pipe	280	lin.ft.	2.50	700.00
18-inch Concrete Pipe	1,500	lin.ft.	4.50	6,750.00
8-inch Corrugated Metal Pipe	430	lin.ft.	2.50	1,075.00
12-inch Corrugated Metal Pipe	180	lin.ft.	3.75	675.00
15-inch Corrugated Metal Pipe	1,260	lin.ft.	4.25	5,355.00
18-inch Corrugated Metal Pipe	1,600	lin.ft.	5.00	8,000.00
24-inch Corrugated Metal Pipe	170	lin.ft.	7.50	1,275.00
48-inch Corrugated Metal Pipe	240	lin.ft.	25.00	6,000.00
72-inch Corrugated Metal Pipe	260	lin.ft.	41.00	10,660.00
48-inch Corrugated Metal Pipe, Asbestos-Protected, Protected Invert, 10 Gage	200	lin.ft.	32.00	6,400.00
60-inch Corrugated Metal Pipe, Asbestos-Protected	230	lin.ft.	38.50	8,855.00
48-inch - 24-inch Eccentric Corrugated Metal Pipe Reducers	2	only	450.00	900.00
Installing 8-inch Cast Iron Pipe	200	lin.ft.	5.00	1,000.00
Installing 15-inch Corrugated Metal Pipe	400	lin.ft.	2.50	1,000.00
12-inch Sewer Pipe	110	lin.ft.	2.50	275.00
Salvaging and Reinstalling Culvert Pipe	240	lin.ft.	3.00	720.00
Salvaging and Stockpiling Culvert Pipe	90	lin.ft.	3.00	270.00

18-inch Culvert End Sections	20	only	$45.00	$ 900.00
18-inch Metal Tide Gates	2	only	150.00	300.00
24-inch Metal Tide Gates	1	only	200.00	200.00
60-inch Metal Tide Gates	1	only	600.00	600.00
Salvaging Tide Gates	1	only	50.00	50.00
48-inch Metal Seepage Barrier	4	only	175.00	700.00
1-1/2 inch Electrical Conduit	350	lin.ft.	2.00	700.00
2-inch Electrical Conduit	250	lin.ft.	2.50	625.00
Illumination Revision	All	Required		175.00
2-inch Galvanized Water Pipe	280	lin.ft.	2.00	560.00
Salvage Water Main	All	Required		5,000.00
Movement Indicators	16	only	75.00	1,200.00
Concrete Manholes	4	only	350.00	1,400.00
Reconstruction of Manholes	1	only	150.00	150.00
Concrete Inlets, Type G	2	only	100.00	200.00
Class "A" Concrete in Collars	6	cu.yd.	75.00	450.00
Metal Reinforcement in Collars	1,200	lbs.	0.20	240.00
Type 2 Fence	150	rod	6.50	975.00
Type 3 Fence	16	rod	15.00	240.00
Salvage and Reinstall Type 2 Fence	90	rod	3.50	315.00
Reconstruction of Chain-Link Fence	160	lin.ft.	2.00	320.00
Metal Guard Rail	3,100	lin.ft.	2.50	7,750.00
Type 2 Barricade	220	lin.ft.	4.50	990.00
Salvage and Reinstall Guard Rail and Median Barrier	3,100	lin.ft.	1.50	4,650.00
Salvage and Stockpile Guard Rail	1,800	lin.ft.	1.00	1,800.00
Salvage and Reinstall Type 2 Barricade	400	lin.ft.	1.50	600.00
Salvage and Stockpile Type 2 Barricade	550	lin.ft.	1.00	550.00
Salvage and Reinstall Guide Posts	50	only	1.00	50.00
Coarse Crushed Material in Base	20,930	ton	1.50	31,395.00
3/4" - 0 Material in Base	6,170	ton	1.60	9,872.00
Sprinkling	14,950	M-gal.	2.50	37,375.00
Preparation of Base	All	Required (95%)		1,425.00
3/4" - 0 Material in Binder Course	234	cu.yd.	5.00	1,170.00
Furnishing and Placing Aggregates	850	cu.yd.	6.00	5,100.00
RC-250 Asphalt	36	ton	50.00	1,800.00
120-150 Asphalt	64	ton	48.00	3,072.00
RS-1 Asphalt	18	ton	60.00	1,080.00
Class "B" Asphaltic Concrete	3,680	ton	10.00	36,800.00
Extra for Paving Approaches	4	only	30.00	120.00
Asphaltic Concrete Traffic Markers, Type "L"	400	lin.ft.	1.00	400.00
Remove Port Dock Trestle and Construction Barricade	All	Required		6,000.00
Reconstruct Grain Conveyor	All	Required		26,000.00
Furnish Treated Timber Piling for Grain Conveyor	300	lin.ft.	1.50	450.00

Drive Timber Piles for Grain Conveyor	6 only	$100.00	$ 600.00
Relocate Boat Moorage	All Required		7,000.00
Furnish Timber Piling for Boat Moorage	3,630 lin.ft.	1.00	3,630.00
Drive Timber Piles for Boat Moorage	66 only	50.00	3,300.00
Structural Excavation for Box Culverts	120 cu.yd.	6.00	720.00
Structural Excavation below Elevation Shown for Box Culvert	20 cu.yd.	10.00	200.00
Class "A" Concrete in Box Culvert	All Required		22,168.00
Metal Reinforcement in Box Culvert	All Required		7,840.00
Structural Excavation for Walls	90 cu.yd.	6.00	540.00
Structural Excavation Below Elevation Shown for Walls	20 cu.yd.	10.00	200.00
Class "A" Concrete in Walls	60 cu.yd.	70.00	4,200.00
Metal Reinforcement in Walls	6,500 lb.	0.14	910.00
			$4,346,547.00

Flagging (57½% of Contractor's Cost)	All Required (99%)	$ 24,750.00
Signing (Temporary)	All Required	1,500.00
Salvage RR Tracks	All Required	1,000.00
Move Gas Pump and Tanks	All Required	2,000.00
Salvage Sign, Sta. 2532+70	All Required	1,000.00
Furnish Guard Rail End Pieces, Post and Hardware	All Required	200.00
		$ 30,450.00

Utilities

Work by Pacific Power & Light Co.	All Required	$ 12,000.00
Work by Pacific N.W. Bell Tel. Co.	All Required	8,500.00
Work by N.W. Natural Gas Co.	All Required	4,000.00
Work by Wasco Co. P.U.D.	All Required	15,000.00
Work by City of The Dalles (Water Line)	All Required	15,000.00
		$ 54,500.00

Subtotal	$4,431,497.00
10% Engr. & Cont.	443,149.00
Total	$4,874,646.00

Type Code X221
W. The Dalles Interchange (Br. #8766)(Sta. 2268+50.50 to Sta. 2270+12.50)

Shoring, Cribbing, etc.	All Required		$ 1,500.00
Structural Excavation	200 cu.yd.	$6.00	1,200.00
Structural Excavation below Elevation Shown	20 cu.yd.	10.00	200.00
Class "A" Concrete (780 cu.yd. $70.00)	All Required		54,600.00
Metal Reinforcement (221,000 lb. $0.14)	All Required		30,940.00

Preparation of Slopes	700 sq.yd.	$1.50	$ 1,050.00
Concrete Slab Riprap	700 sq.yd.	6.00	4,200.00
8-inch Metal Drain Pipe	130 lin.ft.	4.00	520.00
			$ 94,210.00

Type Code X231
2nd Street O'xing (Br. #8775)(Sta. 2291+63.39 to Sta. 2296+17.39)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	400 cu.yd.	$6.00	2,400.00
Structural Excavation below Elevation Shown	40 cu.yd.	10.00	400.00
Furnish 10" BP 42# Steel Piling	1,155 lin.ft.	5.00	5,775.00
Drive Steel Piles	33 only	60.00	1,980.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete (1,222 cu.yd. $70.00)	All Required		85,540.00
Metal Reinforcement (271,000 lb. $0.14)	All Required		37,940.00
Structural Steel (Carbon 808,000 lb. $0.24; Low Alloy 43,000 lb. $0.25)	All Required		204,670.00
Metal Parapet Railing	788 lin.ft.	7.00	5,516.00
8-inch Standard Steel Pipe	70 lin.ft.	10.00	700.00
8-inch Metal Drain Pipe	200 lin.ft.	4.00	800.00
			$ 349,041.00

Type Code X001
Port of The Dalles Access Bridge (Br. #8778)(Sta. 2327+00)

Furnish Treated Timber Piling	1,655 lin.Ft.	$1.40	$ 2,317.00
Drive Timber Piling	27 only	60.00	1,620.00
Trestle Superstructure, Treated	95 lin.ft.	160.00	15,200.00
Treated Timber in Place	7 M-FBM	400.00	2,800.00
			$ 21,937.00

Type Code X221
The Dalles Bridge U'xing (Br. #8526)(Sta. 2446+09.33)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	330 cu.yd.	$6.00	1,980.00
Structural Excavation below Elevation Shown	40 cu.yd.	10.00	400.00
Class "A" Concrete (577 cu.yd. $70.00)	All Required		40,390.00
Metal Reinforcement (167,000 lb. $0.14)	All Required		23,380.00
Preparation of Slopes	350 sq.yd.	1.50	525.00
Concrete Slab Riprap	350 sq.yd.	6.00	2,100.00
6-inch Standard Steel Pipe	60 lin.ft.	8.00	480.00
8-inch Metal Drain Pipe	160 lin.ft.	4.00	640.00
			$ 71,895.00

Subtotal	$ 537,083.00
10% Engr. & Cont.	53,708.00
Total	$ 590,791.00

Length of Roadway - - - - - - - 3.466 Miles
Length of Roadway - - - - - - - 0.369 Mile (Exception)
Length of 4 Structures - - - - - 0.117 Mile
Length of 4 Structures - - - - - 0.184 Mile (Exception)
Total Length - - - - - - - - - - 4.136 Miles
Cost of Roadway Per Mile - - - - $1,406,418.34

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,874,646.00	$4,485,000.00	$389,646.00
Structures	590,791.00	543,000.00	47,791.00
	$5,465,437.00	$5,028,000.00	$437,437.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(27)81

THE DALLES SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 2, 1962

Type Code 0010
Roadway (Sta. 2253+99.60 to Sta. 2473+50)

Clearing and Grubbing	All	Required (99%)		$ 59,400.00
Drainage Excavation, Unclassified	5,945	cu.yd.	$ 6.50	38,642.50
Embankment in Place	2,925,000	cu.yd.	1.10	3,217,500.00
Selected Subgrade in Place	83,150	cu.yd.	1.45	120,567.50
Rock Slope Protection in Place	126,450	cu.yd.	2.75	347,737.50
Selected Gravel Blanket in Place	49,330	cu.yd.	1.75	86,327.50
Block Rock Toe in Place	11,400	cu.yd.	3.00	34,200.00
Embankment Foundation and Boat Basin Excavation Unclassified	176,000	cu.yd.	0.50	88,000.00
Furnishing and Placing Topsoil	9,300	cu.yd.	2.50	23,250.00
Finishing Roadbed and Slopes	All	Required (99%)		12,375.00
Seeding	30	acres	150.00	4,500.00
Mulching	30	acres	250.00	7,500.00
Grass Seed, Crested Wheatgrass	400	lbs.	1.00	400.00
Grass Seed, Hard Fescue	400	lbs.	1.00	400.00
Inorganic Fertilizer	130	cwt.	6.00	780.00
12-Inch Concrete Pipe	280	lin.ft.	2.50	700.00
18-Inch Concrete Pipe	1,500	lin.ft.	4.50	6,750.00
8-Inch Corrugated Metal Pipe	430	lin.ft.	2.50	1,075.00
12-Inch Corrugated Metal Pipe	180	lin.ft.	3.75	675.00
12-Inch Corrugated Metal Pipe, 14 Gage	50	lin.ft.	25.00	1,250.00
15-Inch Corrugated Metal Pipe	1,260	lin.ft.	4.25	5,355.00
18-Inch Corrugated Metal Pipe	1,600	lin.ft.	5.00	8,000.00
24-Inch Corrugated Metal Pipe	170	lin.ft.	7.50	1,275.00
48-Inch Corrugated Metal Pipe	240	lin.ft.	25.00	6,000.00
72-Inch Corrugated Metal Pipe	260	lin.ft.	41.00	10,660.00
48-Inch Corrugated Metal Pipe, Asbestos Protected, Protected Invert, 10 Gage	200	lin.ft.	32.00	6,400.00
60-Inch Corrugated Metal Pipe, Asbestos Protected	230	lin.ft.	38.50	8,855.00
48-Inch, 24-Inch Eccentric Corrugated Metal Pipe Reducers	2	only	450.00	900.00

Installing 8-Inch Cast Iron Pipe	200	lin.ft.	$ 5.00	$ 1,000.00
Installing 15-Inch Corrugated Metal Pipe	400	lin.ft.	2.50	1,000.00
12-Inch Sewer Pipe	110	lin.ft.	2.50	275.00
Salvaging and Reinstalling Culvert Pipe	240	lin.ft.	3.00	720.00
Salvaging and Stockpiling Culvert Pipe	90	lin.ft.	3.00	270.00
18-Inch Culvert End Sections	20	only	45.00	900.00
18-Inch Metal Tide Gates	2	only	150.00	300.00
24-Inch Metal Tide Gates	1	only	200.00	200.00
60-Inch Metal Tide Gates	1	only	600.00	600.00
Salvaging Tide Gates	1	only	50.00	50.00
48-Inch Metal Seepage Barrier	4	only	175.00	700.00
1½-Inch Electrical Conduit	350	lin.ft.	2.00	700.00
2-Inch Electrical Conduit	250	lin.ft.	2.50	625.00
Illumination Revision	All	Required		175.00
2-Inch Galvanized Water Pipe	280	lin.ft.	2.00	560.00
Salvage Water Main	All	Required		5,000.00
Movement Indicators	16	only	75.00	1,200.00
Concrete Manholes	4	only	350.00	1,400.00
Reconstruction of Manholes	1	only	150.00	150.00
Concrete Inlets, Type G	2	only	100.00	200.00
Class "A" Concrete in Collars	6	cu.yd.	75.00	450.00
Metal Reinforcement in Collars	1,200	lbs.	0.20	240.00
Type 2 Fence	150	rods	6.50	975.00
Type 3 Fence	16	rods	15.00	240.00
Salvage and Reinstall Type 2 Fence	90	rods	3.50	315.00
Reconstruction of Chain Link Fence	160	lin.ft.	2.00	320.00
Metal Guard Rail	3,100	lin.ft.	2.50	7,750.00
Type 2 Barricade	220	lin.ft.	4.50	990.00
Salvage and Reinstall Guard Rail and Median Barrier	3,100	lin.ft.	1.50	4,650.00
Salvage and Stockpile Guard Rail	1,800	lin.ft.	1.00	1,800.00
Salvage and Reinstall Type 2 Barricade	400	lin.ft.	1.50	600.00
Salvage and Stockpile Type 2 Barricade	550	lin.ft.	1.00	550.00
Salvage and Reinstall Guide Posts	50	only	1.00	50.00
Coarse Crushed Material in Base	20,930	tons	1.50	31,395.00
3/4"-0 Material in Base	6,170	tons	1.60	9,872.00
Sprinkling	14,950	M-Gal.	2.50	37,375.00
Preparation of Base	All	Required (95%)		1,425.00
3/4"-0 Material in Binder Course	234	cu.yd.	5.00	1,170.00
Furnishing and Placing Aggregates	850	cu.yd.	6.00	5,100.00
RC-250 Asphalt	36	tons	50.00	1,800.00

120-150 Asphalt	64 tons	$ 48.00	$ 3,072.00
RS-1 Asphalt	18 tons	60.00	1,080.00
Class "B" Asphaltic Concrete	3,680 tons	10.00	36,800.00
Extra for Paving Approaches	4 only	30.00	120.00
Asphaltic Concrete Traffic Markers, Type "L"	400 lin.ft.	1.00	400.00
Remove Port Dock Trestle and Construction Barricade	All Required		6,000.00
Reconstruct Grain Conveyor	All Required		26,000.00
Furnish Treated Timber Piling for Grain Conveyor	300 lin.ft.	1.50	450.00
Drive Timber Piles for Grain Conveyor	6 only	100.00	600.00
Relocate Boat Moorage	All Required		7,000.00
Furnish Timber Piling for Boat Moorage	3,630 lin.ft.	1.00	3,630.00
Drive Timber Piles for Boat Moorage	66 only	50.00	3,300.00
Structural Excavation for Box Culverts	120 cu.yd.	6.00	720.00
Structural Excavation Below Elevation Shown for Box Culvert	20 cu.yd.	10.00	200.00
Class "H" Concrete in Box Culvert	All Required		22,168.00
Metal Reinforcement in Box Culvert	All Required		7,840.00
Structural Excavation for Walls	90 cu.yd.	6.00	540.00
Structural Excavation Below Elevation Shown for Walls	20 cu.yd.	10.00	200.00
Class "A" Concrete in Walls	60 cu.yd.	70.00	4,200.00
Metal Reinforcement in Walls	6,500 lbs.	0.14	910.00
			$4,347,797.00

Flagging (57½% of Contractors Cost)	All Required (99%)	$ 24,750.00
Signing (Temporary)	All Required	1,500.00
Salvage RR Tracks	All Required	1,000.00
Move Gas Pump and Tanks	All Required	2,000.00
Salvage Sign, Sta. 2532+70	All Required	1,000.00
Furnish Guard Rail End Pieces, Post and Hardware	All Required	200.00
		$ 30,450.00

Utilities

Work by Pacific Power & Light Co.	All Required	$ 12,000.00
Work by Pacific N.W.Bell Tel. Co.	All Required	8,500.00
Work by N.W. Natural Gas Co.	All Required	4,000.00
Work by Wasco Co. P.U.D.	All Required	15,000.00
Work by City of The Dalles (Water Line)	All Required	15,000.00
		$ 54,500.00

Subtotal	$ 4,432,747.00
10% Engr. & Cont.	443,274.00
Total	$ 4,876,021.00

Type Code X221
N. The Dalles Interchange (Br. #8766)(Sta. 2268+50.50 to Sta. 2270+12.50)

Shoring, Cribbing, etc.	All Required		$ 1,500.00
Structural Excavation	200 cu.yd.	$ 6.00	1,200.00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00	200.00
Class "A" Concrete (780 cu.yd. $70.00)	All Required		54,600.00
Metal Reinforcement (221,000 lb. $0.14)	All Required		30,940.00
Preparation of Slopes	700 sq.yd.	1.50	1,050.00
Concrete Slab Riprap	700 sq.yd.	6.00	4,200.00
8-Inch Metal Drain Pipe	130 lin.ft.	4.00	520.00
			$ 94,210.00

Type Code X231
2nd Street O'xing (Br. #8775)(Sta. 2291+63.39 to Sta. 2296+17.39)

Shoring, Cribbing, etc.	All Required		$ 3,000.00
Structural Excavation	400 cu.yd.	$ 6.00	2,400.00
Structural Excavation Below Elevation Shown	40 cu.yd.	10.00	400.00
Furnish 10" BP 42# Steel Piling	1,155 lin.ft.	5.00	5,775.00
Drive Steel Piles	33 only	60.00	1,980.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete (1,222 cu.yd. $70.00)	All Required		85,540.00
Metal Reinforcement (271,000 lbs. $0.14)	All Required		37,940.00
Structural Steel (Carbon 808,000 lb. $0.24) (Low Alloy 43,000 lb. $0.25)	All Required		204,670.00
Metal Parapet Railing	788 lin.ft.	7.00	5,516.00
8-Inch Standard Steel Pipe	70 lin.ft.	10.00	700.00
8-Inch Metal Drain Pipe	200 lin.ft.	4.00	800.00
			$ 349,041.00

Type Code X001
Port of The Dalles Access Bridge (Br. #8778)(Sta. 2327+00)

Furnish Treated Timber Piling	1,655 lin.ft.	1.40	$ 2,317.00
Drive Timber Piling	27 only	60.00	1,620.00
Trestle Superstructure, Treated	95 lin.ft.	160.00	15,200.00
Treated Timber in Place	7 M-FBM	400.00	2,800.00
			$ 21,937.00

Type Code X221
The Dalles Bridge U'xing (Br. #8526)(Sta. 2446+09.33)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	330 cu.yd.	$ 6.00	1,980.00
Structural Excavation Below Elevation Shown	40 cu.yd.	10.00	400.00
Class "A" Concrete (577 cu.yd. $70.00)	All Required		40,390.00
Metal Reinforcement (167,000 lb. $0.14)	All Required		23,380.00
Preparation of Slopes	350 sq.yd.	1.50	525.00
Concrete Slab Riprap	350 sq.yd.	6.00	2,100.00
6-Inch Standard Steel Pipe	60 lin.ft.	8.00	480.00
8-Inch Metal Drain Pipe	160 lin.ft.	4.00	640.00
			$ 71,895.00

Subtotal	$ 537,083.00
10% Engr. & Cont.	53,708.00
Total	$ 590,791.00

Length of Roadway- - - - - - - - - - - - - 3.587 miles
Length of Roadway- - - - - - - - - - - - - 0.248 miles (Exception)
Length of 4 structures - - - - - - - - - - 0.117 miles
Length of 4 structures - - - - - - - - - - 0.184 miles (Exception)
Total Length - - - - - - - - - - - - - - - 4.136 miles
Cost of Roadway per Mile - - - - - - - - $1,359,359.07

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 4,876,021.00	$ 4,485,000.00	$ 391,021.00
Structures	590,791.00	543,000.00	47,791.00
	$ 5,466,812.00	$ 5,028,000.00	$ 438,812.00

RECEIVED
OCT 27 1965

FOR FILING

[illegible]

6180

September 30, 1965

Mr. Dean Smith
City Manager
City Hall
The Dalles, Oregon

42

Dear Mr. Smith:

The State Highway Commission at its meeting yesterday approved payment to the City of The Dalles in the amount of $150 in lieu of patching work, originally to be performed by the State on Union Street.

This payment was approved on the condition that the City of The Dalles would release the State Highway Department from its commitment.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

F:ign

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
H. M. Cox
J. F. Putman

FORM E-30 30M 3-63 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1965

SUBJECT: Union Street Oiling
The Dalles, Oregon

To: Mr. F. B. Klaboe
Assist. State Highway Engineer
OFFICE

On October 6, 1964, Mr. C. Dean Smith, City Manager of The Dalles, addressed a letter to Glenn Jackson, Chairman of the Highway Commission regarding an alleged damage to Union Street in The Dalles resulting from contract work on The Dalles Bypass Section. On October 8, 1964, Mr. Putnam investigated this matter and rendered a report to this office which was referred to Mr. Porter who on October 29 advised the city that if the city were to patch the holes in the pavement, the Highway Commission would in 1965 place an asphaltic seal in the area in question.

On April 29, 1965 the City Engineer advised Mr. Hamilton, District Maintenance Superintendent, that the city was contemplating entirely rebuilding this street and in the event that this occurred would look to the State for payment in lieu of the states oiling which had been promised in Mr. Porter's letter. On May 7, Putnam advised us of this matter and estimated that the cost to the State would be approximately $150.00. On August 24, 1965, Mr. Dean Smith advised Mr. Hamilton that they would accept an offer of $150.00 cash in lieu of our doing the oiling previously promised.

It is my recommendation that this payment be made on the condition that the city of The Dalles will release us from any further claims for damage to Union Street due to the Bypass contract. Copies of all pertinent information are attached for your information.

F. D. Morgan
Construction Engineer

RECEIVED
AUG 31 1965
OFFICE OF
STATE HIGHWAY ENGINEER

EAP:jkk
Attach.

FORM E-20 50M 11-61 40820

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles 97058
August 25, 1965

SUBJECT:

DE | ADE | | DOD | DOE

AUG 26 1965

To:

J. F. Putnam
Division Engineer
BEND

Please refer to an October 29, 1964 letter from Mr. Porter to Dalles City Manager Dean Smith confirming that State Forces would oil a small section of Union Street. This section was allegedly damaged by our contractor on The Dalles By-Pass.

You have a letter from this office dated April 30th of this year describing my conversation with City Engineer Tenneson, wherein, the City was considering asking for cash payment in lieu of the oiling.

Herewith, an August 24 letter from the City Manager agreeing to accept a cash payment of $150.00, which we estimate it would cost to seal the 475 sq. yds. involved. We wholeheartedly recommend such payment be made.

Contrary to the City Manager's statement; this is not "our offer". This is the City's idea as stated in my April 30 letter.

R P Hamilton

R. P. HAMILTON
District Maintenance Superintendent

RPH:ak
encl.

OFFICE OF, THE CITY MANAGER CITY HALL THE DALLES, OREGON 97058

August 24, 1965

Bob Hamilton, Supervisor
The Dalles Office
Oregon State Highway Dept.
The Dalles, Oregon

Dear Mr. Hamilton:

During recent months, we have been negotiating toward making repairs to Union Street as it runs northerly from 1st Street here in The Dalles. You probably have record of this as carried in a letter from Mr. Rod Porter of the Oregon State Highway Department and dated October 24, 1964.

At this time I would like to indicate our acceptance of your offer of $150 in cash to be used for the Highway Department share of this repair work. If you will please cause a check in the amount of $150 to be drawn in favor of Dalles City for said improvement we will proceed with the work at our earliest opportunity.

Very truly yours,

C. Dean Smith

C. Dean Smith
City Manager

CDS:dd
Cc: Vern Tennesen
Jim Manes

2-6-1

FORM 5-30 90M 7-64 SP*6228-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
May 7, 1965

SUBJECT: Repairs to Union Street
The Dalles.

To:

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon

You will recall our meeting with City of The Dalles Officials regarding purported damage to Union Street by our contractor's forces during construction of The Dalles Bypass.

The final outcome of this meeting was that the City of The Dalles would patch the holes in the pavement and the Department would place an asphaltic seal on the area.

Enclose herewith is a copy of a letter from District Maintenance Superintendent Hamilton, wherein he states that the City is contemplating rebuilding the street. In the event that this occurs, the City undoubtedly will request hat the State contribute the amount of money that it had considered for the placement of the seal.

Mr. Hamilton estimates that there are 475 square yards , which would cost approximately $150.00.

Noting definite has been decided at this time, and this information is being passed on to you as an interim report, so that you will know the reason why we have done no work on the repair of this street.

J F Putnam
J. F. Putnam
Division Engineer

CONSTRUCTION DIVISION
MAY 10 1965
ABWE

JFP:me
cc: Mr. E. S. Hunter

FORM 5-30 90M 11-61 40230

DE	ADE		DOD	DOE

MAY 3 - 1965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles 97058
April 30, 1965

SUBJECT: Repairs to Union Street
City of The Dalles

To:

J. F. Putnam
Division Engineer
BEND

Please refer to Mr. Porter's October 29, 1964 letter to Dalles City regarding the subject.

City Engineer Vern Tenneson advised me yesterday that his office is considering completely rebuilding the street (grading to take out 2' crown, base and AC pave) and in the event this happens, the oiling for which we are committed, would not be necessary.

Naturally the city would request that in lieu of the State's oiling, the State make a financial contribution towards the City's cost in rebuilding the street. The amount of money would be equal to the estimated cost of State's oiling.

I informed Tenneson the matter would be forwarded for consideration. He reiterated that the City has not definitly bought the rebuilding idea; that it is merely an idea being considered by his office.

R. P. HAMILTON
District Maintenance Superintendent

RPH:ak
encl.

CONSTRUCTION DIVISION
MAY 10 1965

RECEIVED
OCT 29 1964
FOR FILING

6111

October 28, 1964

Mr. C. Dean Smith
The Dalles City Manager
City Hall
The Dalles, Oregon

Dear Mr. Smith:

Reference is made to your October 6 letter and to the meeting held in your city on October 26 to consider the question of damage to Union Street between the dike and First Street. This meeting was attended by the following:

Mr. C. Dean Smith	City Manager, The Dalles
Mr. Adkisson	Property Owner
Representing the Oregon State Highway Department,	
Mr. F. D. Morgan	Construction Engineer
Mr. J. F. Putnam	Assistant Division Engineer
Mr. Vernon Shull	Resident Engineer

This letter is to confirm the understanding that the City of The Dalles will patch the holes in the pavement on this street and that at a suitable time in the spring of 1965, the Highway Commission will place an asphaltic seal on the area. It is understood that the area is approximately 22 feet wide and extends from the railroad tracks on First Street northerly to the termination of the existing surfacing just south of the dike.

We hope this will resolve the problem to the City's satisfaction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper sent 11-2-64
Tom Edwards - Please see me.
Lloyd F. Shaw
Victor D. Wolfe
F. D. Morgan
Dean Swift
Vernon Shull

RLP:mm

RECEIVED
OCT 20 1964

FOR FILING
1-80N 2(81) 8.1

6180

October 19, 1964

Mr. C. Dean Smith
The Dalles City Manager
City Hall
The Dalles, Oregon

Dear Mr. Smith:

Reference is made to your October 6 letter concerning alleged damage to Union Street in your city by the operation of State Highway Department contractors in connection with the freeway construction.

I have asked our people for full information as to this damage and it is reported that while the contractors did use Union Street as a means of ingress and egress to the project, they did not haul construction materials, such as earth fill or rock, by this route. From the information at hand, I am unable to justify a recommendation to the Highway Commission that the State Highway Fund be obligated for repairs to this street.

However, if you have some data available of which I am not aware or have positive information that the street was damaged by the contractors' activities, I will be happy to review the matter further.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe

RLP:ms bbc

RECEIVED
OCT 15 1964

54676

FOR FILING

611

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1964

SUBJECT: Damage to Union Street
City of The Dalles
The Dalles Bypass Project

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached hereto is correspondence received from Mr. J. F. Putnam, Assistant Division Engineer in Division 4, regarding a complaint from the City Manager of The Dalles of damage done to Union Street by contractor's forces during construction of The Dalles Bypass Project.

Mr. Putnam's report states that the contractor did no hauling over the street in question of excavation materials and that the use of the street for access of grease trucks and cars of the employees was normal traffic.

It is my belief that the State Highway Department has no responsibility to assist the City of The Dalles in improving this portion of Union Street.

F. D. Morgan
Construction Engineer

FDM:bjm
Attachment

cc: Dean Swift
Vernon Shull

FORM E-30X--50M--12-63 84677

OCT 12 1964

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
October 9, 1964

SUBJECT: Damage to Union Street,
City of The Dalles,
The Dalles Bypass Project

To: Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

On October 8, 1964, I contacted C. Dean Smith, City Manager of The Dalles, regarding the City's complaint of damage done to Union Street by our contractor on The Dalles Bypass Project.

Mr. Smith advised that he was merely following the City Council's instructions to request relief from the Highway Department, and did not know any of the pertinent details. I pointed out to him that this was a city street and was available for the use of any and all persons, as long as the equipment was legal. He stated that he had reported this to the Council and the property owners and had advised the property owners that they would be billed for the repairs, and that this was what was causing the trouble.

There are only two property owners abutting the street northerly of First Street. The Port of The Dalles owns on the east side and a Mr. Gene Adkisson on the west. The Port has their scales abutting the street, and Mr. Adkisson utilizes his land for a used car lot.

I did not contact Dr. Vogt of the Port Commission, but did view the street with Mr. Adkisson. He claimed that the contractor did use the street for hauling fill material to the job and thought that the truck belonged to Vernie Jarl, but that he had not observed any off-highway rigs utilizing the street.

On my inspections of this job during construction, I did not see any equipment using the street. A large portion of the embankment was made by dredging and completed with material from the slide excavation east of the project. The contractor removed a portion of the bridge to the port and ramped over the area until he completed the new structure and access road to the dock. At no time did he leave the right of way. Mr. Jarl had a subcontract for the grading work just westerly of this embankment to the beginning of the project, and had no reason to haul over the city street; however, both contractors could have used it for access to the job for their grease trucks and employees. In summation, there is no indication nor an apparent reason for the contractor to have used this street for actual construction purposes or with equipment which did not meet legal requirements for utilization of public streets or highways.

I was advised that Union Street was previously a State highway when the ferry was in operation. There appears to be about 20 feet of bituminous mat in place, which is very dry and cracking badly. A low area just northerly of the railroad tracks was broken badly, completely across the roadway and had water from the washing of cars in the used car lot standing in the holes. Beyond this are several chuck holes of about three feet in diameter. Five-hundred dollars is a rough estimate of cost for patching the holes. However, since this is a city street, and there is no apparent illegal use of same by the contractor, I can see no justification for the expenditure of highway funds for its repair.

J F Putnam

J. F. Putnam
Assistant Division Engineer

JFP:eh

cc: V. E. Shull

OFFICE OF: THE CITY MANAGER
CITY HALL
THE DALLES, OREGON

October 6, 1964

ED TO
Forrest Cooper

Potter

Glenn Jackson, Chairman
Oregon State Highway Commission
Oregon State Highway Building
Salem, Oregon

Dear Mr. Jackson:

This letter is written to you at the request of the Dalles City Council on the subject of damage to Union Street from First Street northerly to the freeway through The Dalles.

Some months ago during construction of the freeway the contractors for the State Highway Department used the above street for hauling material and equipment to the freeway in the vicinity of the Port of The Dalles. The heavy and unusual traffic over this section resulted in rapid deterioration and breakdown of the paved surface, according to the adjacent property owners. The adjacent property owners appealed to the city and I in turn contacted Resident Engineer, Mr. Vernon Shull. In due time Mr. Shull reported to me that his investigation indicated no responsibility of the Highway Department for repairing the road surface. This report was passed on to the adjacent property owners which prompted their action of appealing to the City Council.

The Council heard the statements of the property owners at the regular Council meeting of October 5, 1964 and Council in turn asked me to write this letter. In short, we ask your commission to review this case and we trust you will find in favor of the local citizens and agree to have the street section returned to a condition comparable to that of before the construction of the freeway.

Very truly yours,

C Dean Smith
C. Dean Smith
City Manager

CDS/mlw

cc Vernon Shull
Resident Engineer

Mayor Skirving
Dalles City

RECEIVED
OCT 8 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 1 6 1965

I-80N-3(27)81

1,181

PORT OF THE DALLES

THE DALLES, OREGON
"An Inland Seaport Serving an Empire"

COMMISSIONERS
PAUL R. VOGT, PRESIDENT
DAVID H. LARSEN, VICE-PRESIDENT
WILBUR F. KELLY, SECRETARY
PAUL D. KORTGE, TREASURER
HENRY J. MAIER

MANAGER
DOLPH D. KIMSEY

SEPTEMBER 15, 1965

MR. R. L. PORTER
DEPUTY STATE HIGHWAY ENGINEER
STATE HIGHWAY DEPARTMENT
SALEM, OREGON 97310

DEAR MR. PORTER:

WE TRUST THIS LETTER CAN IN A SMALL WAY SHOW OUR APPRECIATION AND THANKS TO YOU AND YOUR STAFF MEMBERS(ESPECIALLY MR. SHULL AND MR. HAMILTON HERE IN THE DALLES) FOR COMPLETION OF REPAIRS TO THE GRAIN CONVEYOR AND THE PEDESTRIAN ACCESS RAMP AT THE SMALL BOAT BASIN.

THE LOWERING OF THIS RAMP WAS A MUCH NEEDED IMPROVEMENT FROM A SAFETY STAND POINT AS WELL AS A BOON TO THE AGED WHO STILL ENJOY THE THRILLS OF "SAILING DOWN THE RIVER ON A SUNDAY AFTERNOON." YOU MAY BE ASSURED THAT IT WILL BE MOST APPRECIATED BY MANY.

PERSONALLY IT WAS A PLEASURE TO WORK WITH MR. SHULL, MR. HAMILTON AND THE BRIDGE CREW THAT MADE THE REPAIRS. WE THANK YOU AGAIN AND REMAIN,

VERY TRULY YOURS,

PORT OF THE DALLES

Dolph D Kimsey

DOLPH D. KIMSEY, MANAGER

Copy to: Edwards
Shaw
Putnam
Hamilton
Heighlett
9-16-65

SEP 1 6 1965
OFF
STATE HIGHWA

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L PORTE

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SEP 16 1965
FOR FILING

I-80N-3([illegible]

September 15, 1965

Oregon State Highway Commission

Gentlemen:

During the fall of 1964, the State Highway Department agreed with the City of The Dalles to perform a minor amount of patching on Union Street. We entered into this agreement with the City on the basis that we increased traffic on the street as a result of construction of The Dalles Bypass project. This work has not been done.

The City now wishes to perform a major repair job to the same street and has requested that we give it a cash payment in lieu of performing the minor amount of patching work. We have agreed with the City that the value amounts to $150.

Your approval is requested for the State to pay to the City of The Dalles the above sum in exchange for a release from the City for our commitment on Union Street.

This matter will be on the agenda for your consideration at the September 28 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
H. S. Cox
J. F. Putnam

FBK:bg fn

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FOR FILING

Form CD-131 (11-63) (Prev. by A.O. 2[illegible]-10) UNITED STATES GOVERNMENT

Memorandum

Rohde

I-80N-3(27)81
6180

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 19, 1965

In reply refer to: 08-35.7/411.21

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A.W. Parsons

SUBJECT: Oregon Project I-80N-3(21)81, The Dalles Bypass Section
Parcel 30555, Port of The Dalles

We have reviewed Chief Counsel G. E. Rohde's letter of July 9, 1965 and the trial report of Chief Trial Attorney J. Robert Patterson concerning the question of appealing the lower court decision to the Oregon Supreme Court. We concur in Chief Counsel Rohde's recommendation that this case not be appealed to the Oregon Supreme Court.

RECEIVED
JUL 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Orig to Rohde
7-21-65
Copy to Cooper

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

A

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FOR FILING

I-80N-3(27)81

6170

FORM E-13

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 9, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Attention: Charles J. Mathias

Re: State vs. Port of The Dalles
Our File L-3868

Gentlemen:

Please find enclosed herewith a copy of the Report of Trial written by Mr. J. Robert Patterson, Chief of our Trial Section, with respect to the abovementioned case.

The question of appealing this case has been thoroughly reviewed and discussed. Based on my review and discussions, it is my recommendation we do not appeal this case to the Oregon Supreme Court.

Yours very truly,

G. E. ROHDE
Chief Counsel

GER:FCMcK:ks - encl.
cc: R. L. Porter
J. R. Patterson

RECEIVED
JUL 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 9 1965
FOR F

Form CD-82i
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVER MENT

Memorandum

Rohde

U . DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE.
Salem, Oregon 97301

DATE: June 7, 1965

In reply refer to: 08-35.7/411.21
X-file I-80N-3(21)81

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A.W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-3(21)81
The Dalles Section
Port of The Dalles condemnation trial

Bo

The recent jury award of $168,000 involving the acquisition of right of way from the Port of The Dalles substantially exceeds the State's appraisals of $70,500 and $78,690. However, the award is substantially under the valuation testimony of The Port's appraisers, which was $376,875 and $366,000. As you are aware, the acquisition from the Port has been a controversial one due to the large difference of opinion as to the value of the taking and the fact that the taking is from a public corporation. We require that the documentation required by subparagraphs 5j(9) and 5j(10)(a)(b) and (c) of PPM 21-4.1 dated December 30, 1960 be submitted for our review prior to the expiration date that the case may be appealed or a motion made for new trial. Specifically, the documented support should give consideration to Attachment 2 of PPM 21-4.1 entitled "Additional Legal Action after Trial on Merits". We are particularly interested in any material legal errors or other bases of appeal, and the recommendations of your Chief Counsel regarding motions for a new trial or taking of appeal.

RECEIVED
JUN 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Aug & Rohde
6-9-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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JUL 12 1965
FOR FILING

I-80N-3(27)81

FORM E-80X—80M—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1965

SUBJECT: Audit Report No. 65-835-7
Salvaged Materials
The Dalles Section
Columbia River Highway
I-80N-3(27)81

To: Mr. L. H. Young
Office Engineer
BUILDING

The subject BPR Audit Report listed various exceptions to required procedures with regard to credits due for materials salvaged and stockpiled on the subject contract. Attached is a copy of a letter from the Division Office indicating the value and the location of the materials which were salvaged and stockpiled.

F. D. Morgan
Construction Engineer

By John A Bond

John A. Bond
Staff Assistant

NOTED
F. B. KLABOE

DES:rw

Attach.

cc: F. B. Klaboe
L. R. Backlund
M. N. Juve
C. H. Maison

RECEIVED
JUL 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

APPRAISAL ASSOCIATES
1016 Baltimore
Kansas City,
Missouri 64105

SERVING IN VALUATIONS EVERYWHERE

TELEPHONE VICTOR 2-8947
TELEPHONE VICTOR 2-9680

June 21, 1965

Mr. Glen L. Jackson, Chairman
Oregon State Highway Commission
c/o Mr. Floyd Query, Secretary
State Highway Department
Salem, Oregon

Re: Port of The Dalles
A. A. Register No. 3161
O. S. H. No. R30555
F. B. D. Job 42703

Dear Mr. Jackson:

I feel certain that you have been advised of our employment to appraise the Port of The Dalles in February of 1964, as a part of the employment of Ford, Bacon and Davis, Inc., by the State of Oregon and the Port of The Dalles. As of this date, we have not been paid for our services in this matter.

Since this is a matter of some importance to your Commission and is of extreme importance to our firm, I will appreciate an opportunity to lay all of the facts before your Commission and to discuss them frankly and in full detail at a time when you can give it your undivided attention. I will be glad to bring all of our records for your study so that you can have full information for consideration.

Every effort will be made to arrange to come to Salem or Portland at any time that will be convenient to you. Unfortunately, I do now have some dates on which I am obligated. They are as follows:

Trial - Metropolitan Utility District - Omaha, Nebraska Water Field - From June 18th through July 2, 1965

Teaching Appraisal I Course, Montreal, Canada. Travel and Teaching - July 24th through August 14, 1965

Trial - Tubbs Ranch - Phoenix, Arizona - September 13th through September 26, 1965

Trial - Farm Island - Pierre, South Dakota - September 27th through October 23, 1965

Thank you very much for your consideration. I will appreciate the opportunity to place all of the facts before your Commission.

Very truly yours,

W. D. Davis
M.A.I., S.R.E.A.,
A.R.A., S.R.A.,
A.A.C.I., A.S.A.

WDD:rk
cc: Mr. Kenneth N. Fridley, Member
Mr. David B. Simpson, Member
Mr. C. E. Rohde, Chief Counsel

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JUN 23 1965

FOR FILING
I-BCN-3(27)81

618

A

.DAM

TDL MCE 72 6-17-65 9:10AM

HAMILTON

PLEASE ADVISE WHEN THE WORK ON THE BOAT BASIN AND CONVEYOR WILL BE STARTED.

G D ANDERSON
HL
$-.

Make copies for R.L. Porter.
H.W.H.

.BNM

MCE BND TDL 95 6-17-65 937AM

G D ANDERSON

CC: L H WARFIELD

RE UR TT 72 THIS DATE ---

PORT COMMISSION IS STILL SHIPPING GRAIN. CONVEYOR IN USE. THEY ADV US SOMETIME AFTER JULY 1ST...THEY SHOULD BE ABLE TO SHUT DOWN FOR OUR WORK.

R P HAMILTON

AK
--.7,.

RECEIVED
MAY 25 1965

FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

611

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 18, 1965

Dr. J. H. Skirving, Mayor
City of The Dalles
City Hall
The Dalles, Oregon

Dear Dr. Skirving:

Reference is made to a meeting held with the City Council of The Dalles on April 12, 1965 to discuss a request that Terminal Avenue be reopened to traffic.

At this meeting I recommended that a thorough traffic count and cost study be prepared. Attached hereto is a copy of a report prepared by the Traffic Engineering Division of the Oregon State Highway Department.

This report shows a benefit quotient of only 0.53. Under the circumstances, we can see no possibility of obtaining Bureau of Public Roads' approval for the addition of this facility.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

FDM:fp
Attach.
bc: F. B. Klaboe
J. F. Putnam

RECEIVED
MAY 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 18 1965
FOR FILING

Salem, Oregon 97310
May 17, 1965

Terminal Avenue
The Dalles

Mr. F. D. Morgan
Construction Engineer
BUILDING

3434

As requested in your April 15 report on the meeting held with the City Council of The Dalles, I am enclosing a very comprehensive report and traffic analysis on the proposal to open Terminal Avenue. You will note that the benefit quotient for this project is only 0.53. Under the circumstances, we can see no possibility of obtaining Bureau of Public Roads' approval for the addition of this facility.

Please advise the City Council that we have made the study and inform them that we can't approve their proposal due to the very low benefit quotient ratio.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. B. Crandall
Mr. Victor D. Wolfe

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Salem, Oregon
May 7, 1965

Terminal Avenue
The Dalles

Mr. F. B. Klaboe
Assistant State Highway Engineer

As requested in your letter of April 23, there is attached an economic analysis on the subject of a proposed opening of Terminal Avenue in The Dalles at its intersection with I-80N. It will be noted that our analysis results in a benefit quotient of 0.53, which does not justify the opening of Terminal Avenue.

Also included is a detailed analysis of the traffic assignments and the assumptions made.

The construction costs were obtained by telephone from Mr. William Tebeau of the Construction Division.

Tom Edwards
Assistant State Highway Engineer

Attachments

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

RLSc:mp jwa

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
May 4, 1965

THE DALLES - TERMINAL AVENUE UNDERCROSSING
Road User Cost Analysis

Total Construction Cost	$ 210,000.00
Annual Construction Cost (20-Years @ 6%)	18,312.00
Average Annual Savings (20 Years)	9,735.00

$$\text{Benefit Quotient} = \frac{\text{Annual Savings}}{\text{Annual Costs}}$$

$$= \frac{\$9,735}{\$18,312}$$

$$= \underline{\underline{0.53}}$$

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
April 30, 1965

THE DALLES
TERMINAL AVENUE UNDERCROSSING

Distance Savings

Traffic Movement (Refer to Map)	Distance (Miles) Present	Distance (Miles) Proposed	Distance (Miles) Savings	Estimated 1965 ADT	Est. Annual Veh. Mi. Sav.	Est. Cost Per Veh. Mi.	Est. Annual Distance Sav.
1-2-3-4-5	1.04	--	--	25		$	$
1-2-5	--	0.51	0.53	25	4,836	0.05	242.00
5-4-6-1	1.28	1.28	0.00	25	--	--	--
2-3-4-5	0.73	--	--	125	--	--	--
2-5	--	0.20	0.53	125	24,180	0.05	1,209.00
5-4-3-2	0.73	--	--	125	--	--	--
5-2	--	0.20	0.53	125	24,180	0.05	1,209.00

Total Distance Savings $2,660.00

Time Savings

Traffic Movement (Refer to Map)	Travel Time (Hours) Present	Travel Time (Hours) Proposed	Travel Time (Hours) Savings	Worth of Veh. Hour	Worth Per Vehicle	Est. Ann. Vol.	Est. Ann. Time Savings
1-2-3-4-5	0.0416	--	--	$ 1.80	$ --	--	$ --
1-2-5	--	0.0204	0.0212	1.80	0.03816	9,125.00	348.00
5-4-6-1	0.0512	0.0512	0.0000	1.80	--	--	--
2-3-4-5	0.0292	--	--	1.80	--	--	--
2-5	--	0.0080	0.0212	1.80	0.03816	45,625.00	1,741.00
5-4-3-2	0.0292	--	--	1.80	--	--	--
5-2	--	0.0080	0.0212	1.80	0.03816	45,625	1,741.00

Total Time Savings $3,830.00

Total Annual 1965 Distance & Time Savings	$ 6,490.00
Total Annual 1985 Distance & Time Savings (factor of 2)	12,980.00
20-Year Average Annual Saving $\frac{6,490 + 12,980}{2}$	9,735.00

The attached map shows the following point locations:

1. I80N crossing of Union Pacific Railroad tracks
2. West 2nd Street and Terminal Avenue
3. West 2nd Street and Webber Street
4. West 6th Street and Webber Street
5. West 6th Street and Terminal Avenue
6. West 6th Street and ramps to and from I80N.

The following traffic assumptions were used in the time and distance cost analysis of the proposed Terminal Avenue Undercrossing of I80N in The Dalles:

From 1 (I80N East) to 5 (W 6th Street & Terminal Ave.)	25 vehicles
From 5 (W 6th St. & Terminal Ave.) to 1 (I80N)	25 vehicles
From 2 (W 2nd & Terminal Ave.) to 5 (W 6th St. & Terminal Ave.)	125 vehicles
From 5 (W 6th St. & Terminal Ave.) to 2 (W 2nd St. & Terminal Ave.)	125 vehicles

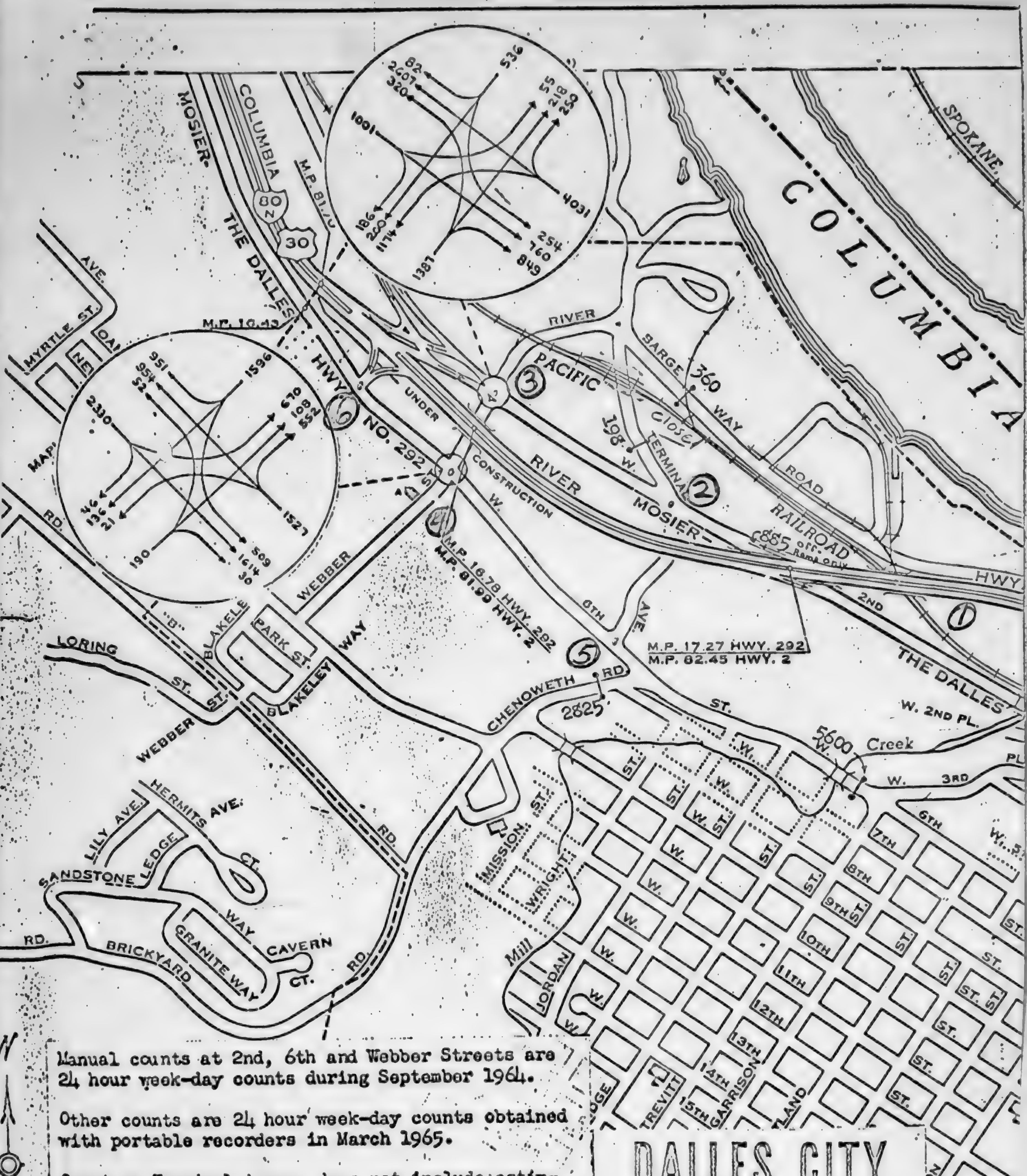
Traffic from downtown The Dalles to 5 (W 6th St. & Terminal Ave.) and reverse, would use W 3rd Place and W 6th St.

Terminal Avenue crossing of Union Pacific tracks to remain closed.

Traffic to and from the area north of Union Pacific tracks to any area south of the freeway would use Webber Street Undercrossing.

Traffic from the west (I80N or Mosier-The Dalles Highway) to W 2nd St. and Terminal Avenue and reverse would use Webber Street Undercrossing.

1965 to 1985 Expansion Factor = 2.00



Manual counts at 2nd, 6th and Webber Streets are 24 hour week-day counts during September 1964.

Other counts are 24 hour week-day counts obtained with portable recorders in March 1965.

Count on Terminal Avenue does not include estimated 75-100 vehicles using parking lot at Building Supply House at intersection.

DALLES CITY

WASCO COUNTY, OREGON

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APR 23 1965

FOR FILING

6180

Salem, Oregon 97310
April 23, 1965

Terminal Avenue
The Dalles

Mr. Tom Edwards
Assistant State Highway Engineer
OFFICE

A copy of Morgan's letter to me plus a newspaper article, a roster of petitioners, and a sketch map are enclosed. The construction of a Terminal Avenue structure seems to me to be unworthy.

However, I would appreciate it if you would provide me with an analysis, including a benefit-quotient, and a traffic study so that we can made a documented declaration.

Morgan has the cost estimates of construction.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

Enclosures

cc: Mr. F. D. Morgan

FORM E-30 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 23, 1965

SUBJECT: Terminal Avenue
The Dalles

To: Mr. Tom Edwards
Assistant State Highway Engineer
OFFICE

A copy of Morgan's letter to me plus a newspaper article, a roster of petitioners, and a sketch map are enclosed. The construction of a Terminal Avenue structure seems to me to be unworthy.

However, I would appreciate it if you would provide me with an analysis, including a benefit-quotient, and a traffic study so that we can made a documented declaration.

Morgan has the cost estimates of construction.

F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosures

cc: Mr. F. D. Morgan

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APR 27 1965
TRAFFIC ENGINEERING

Crandall
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FORM E-90 80M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1965

SUBJECT: Terminal Avenue
The Dalles, Oregon

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

On April 12, 1965 at 8 P.M., I met with the City Council of The Dalles to discuss a request of various property owners that Terminal Avenue be reopened to traffic by the construction of an underpass of I-80N. Attached is a list of the people present:

City Officials present were:

Dr. John H. Skirving	Mayor
Ned Temple	Councilman
Walter J. Long	Councilman
Donnell Smith	Councilman
R. P. Matthew	Councilman
C. Dean Smith	City Manager
Charles A. Phipps	City Attorney

Attached hereto is a newspaper report of this meeting which states very accurately the events of said meeting.

The businessmen mentioned by the newspaper did stress economic losses. However, one of them did state that the local tax assessment has increased.

Mr. George Stadleman, Sr. suggested that opening Terminal Avenue would benefit local cherry haulers in hauling cherries to his canning plant. However, all trucks must proceed to his plant by traversing the intersection of 2nd Avenue and Webber Street. This is shown on the attached sketch of the area.

Councilman Walter Long stressed safety value for fire and police vehicles. He also stressed safety during a possible national emergency.

Mayor Skirving stated that he felt this crossing was needed as a safety measure. Most of the council members were in agreement.

It was suggested by myself and Mayor Skirving that the best procedure would be for the City to present formally all facts, economic, travel, time, etc., which could be compiled to justify construction of this route.

Mayor Skirving indicated that grading, paving and drainage cost exclusive of the structure would be assessed to the adjacent property owners. This met with first approval by the property owners present. However, a few minutes later they began to hedge and fish for other ways to cover this cost.

I recommend that a rather thorough traffic count and cost study be prepared. It appears to me that this request is instigated by a few business people and property owners in the area and that opening of Terminal Avenue would be of little benefit to people not connected with this immediate area. Attention should be called to the fact that Terminal Avenue does not cross the Union Pacific Railroad tracks just north of Terminal Avenue and 2nd Street intersection. This crossing has been dismantled.

F. D. Morgan
Construction Engineer

FDM:fp
Attach.
cc J. F. Putnam

RECEIVED
APR 1 [illegible]
OFFICE OF
STATE [illegible]

The Dalles Chronicle

VOL. [illegible]—NO. 89 THE DALLES, OREGON, TUESDAY EVENING, APRIL 13, 1965 PRICE 10 CE

Terminal Ave. Underpass Called Infeasible

[illegible]

By even the most generous application of the Oregon State Highway Department's benefit to cost ratio formula, construction of an underpass to carry Terminal Avenue traffic under Interstate 80N Freeway can not be justified at this time.

This was the flat-footed assertion of Frank D. Morgan, construction engineer for the department, on the basis of recent traffic studies taken at Second and Webber.

Morgan told a city hall audience of about 25 persons, including many interested property and business owners in the area, the department would be glad to hear any new evidence that would prove conditions have changed since the project first was turned down in 1960 and the street was bisected by the Freeway and closed.

Statistical proof of adequate need for use of vehicles and also financial loss sustained by businesses in the area would be pertinent and would receive attention of the department, Morgan said.

Traffic Said Inadequate

Morgan told his audience under the state formula, based on traffic flow, the Terminal Avenue area "doesn't even come close to being feasible and "can't be justified." He admitted however, the traffic study to which he referred was made only at Second and Webber and "a few weeks ago," which objectors pointed out was the quietest time of the year in The Dalles.

Fewer than 600 cars a day turned south at Second and Webber "and only a small part of those" would be bound for Terminal Way, he said. "Multiply this by two, and the annual savings for motorists would be $4,000 and this would justify an improvement costing only $40,000." He estimated cost of the overpass on the Freeway at $140,000 or with paving and grading, about $170,000.

Because of the short distances involved, savings in car miles would be small, he explained.

But if Morgan offered little reason for optimism for some construction of the overpass, Mayor John Skirving, who presided at the session in the city council chambers, and three of the four city councilmen present joined interested business owners in the audience in speaking for the improvement.

Mayor Tells History

Mayor Skirving opened the meeting by commenting on history of the project, going back to November 1960 when the city agreed closure of the short street. At that time neither the Oregon Highway Department nor the Bureau of Public Roads, which participates in cost of Freeway construction, would approve the project.

City councilmen who favored the project included Walt Long, who said he felt it had a public safety value for fire and police vehicles; Donnell Smith and Ned Temple who saw improved traffic flows. Councilman Ray Matthew offered no comments on his views.

Business men in the area who noted "economic losses" to their firms and their future planning included Vern Clifford, Jack Kasnick, Carl Stiefel, Herb Miller and others.

George Stadelman Sr. noted the street would carry a lot of traffic during the cherry processing season if opened up.

The mayor said the city will classify and submit to the highway department any pertinent data submitted for this purpose.

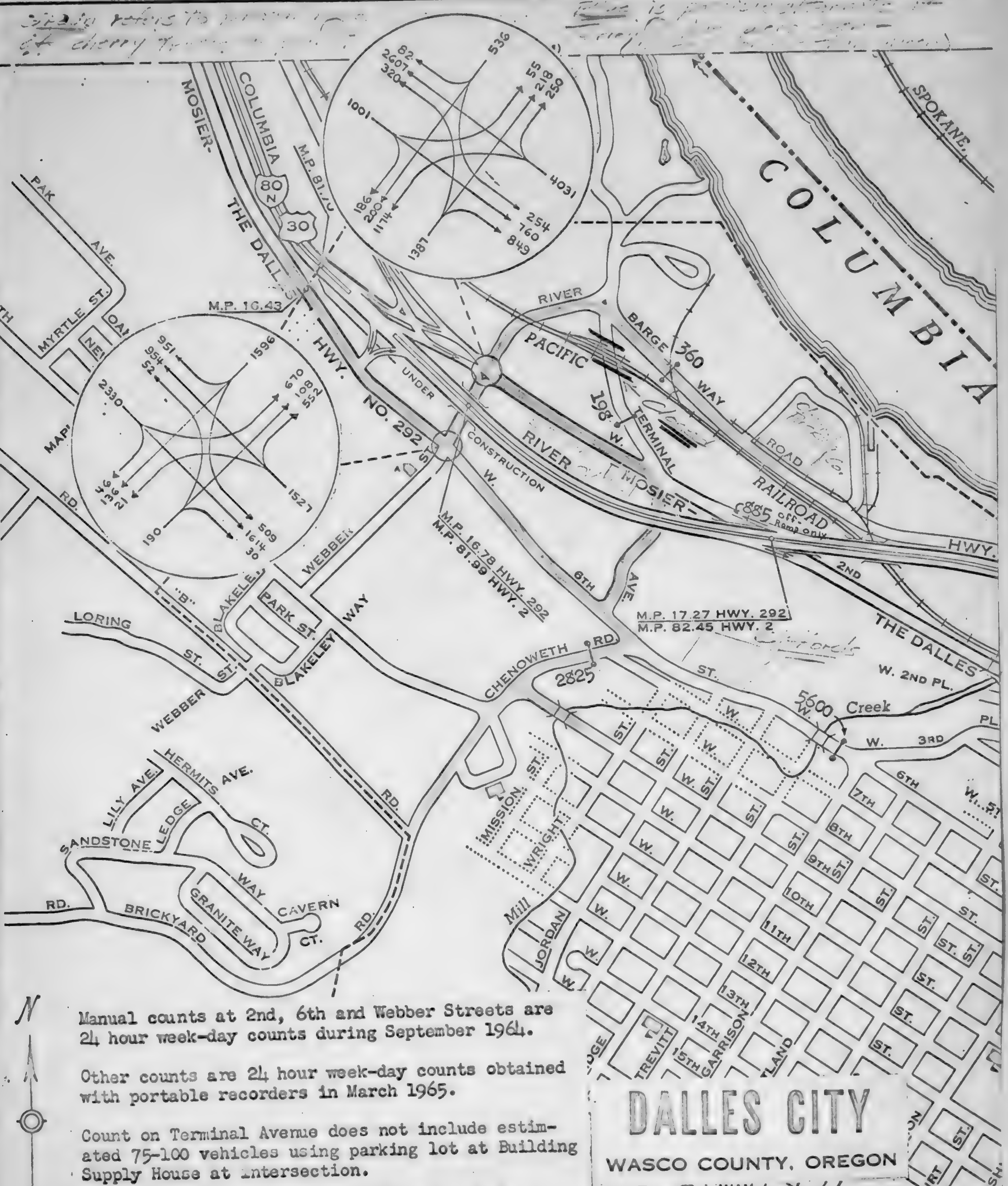
NEWSI
cle pr
daily
eral St

COLUMBIA RIVER FISH COUNT
April 11

B'ville	TD	McN	IC Har

[illegible] refers to [illegible] of cherry [illegible]

[illegible] is [illegible]



Manual counts at 2nd, 6th and Webber Streets are 24 hour week-day counts during September 1964.

Other counts are 24 hour week-day counts obtained with portable recorders in March 1965.

Count on Terminal Avenue does not include estimated 75-100 vehicles using parking lot at Building Supply House at intersection.

DALLES CITY

WASCO COUNTY, OREGON

RECEIVED
APR 26 1965
FOR FILING

[illegible]
6/8/

Salem, Oregon
April 1, 1965

Terminal Avenue
The Dalles

Mr. F. B. Klaboe
Assistant State Highway Engineer

In the fall of 1964, a petition signed by persons interested in reopening Terminal Avenue where it is severed by Interstate 80N in the westerly portion of The Dalles was received by this office.

A letter dated October 7, 1964, signed by John H. Skirving, M. D., Mayor, addressed to the attention of Glenn L. Jackson, stated that commitments made by Mr. Edwards in November, 1960 were sufficient reason for re-evaluation of the freeway design at Terminal Avenue. We have been unable to find anything in our files relating to a Council meeting held November 21, 1960 at which Mr. Edwards is purported to have made statements in regard to the above.

On October 29, a suggested draft of reply to Mayor Skirving was presented to Mr. Porter over my signature and Mr. Porter, by letter of November 4 not based on the draft, acknowledged Mayor John Skirving's letter.

Mayor Skirving replied under date of November 10, dwelling at some length on the hardships business was suffering in the vicinity of Terminal Avenue.

On November 13, Mr. Porter replied to Mayor Skirving, stating that Mr. Wolfe and Mr. Morgan would be in contact with him.

A November 24 memo to the file by Victor D. Wolfe documents the meeting held with the people from The Dalles. Mr. Wolfe indicates that he had promised the Mayor we would be in touch with them again.

A letter of January 11 by Shaw rejecting Terminal Avenue reopening is the last documentary evidence we have in regard to this matter. Mr. Porter is of the opinion that something has reactivated this in recent weeks and to determine whether this is the case, a telephone call was attempted March 31, but telephone lines were out of order and contact could not be made.

Will you please undertake contact with someone at The Dalles, possibly C. Dean Smith, City Manager, and determine whether any further meeting, discussion, or action is indicated.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

FORM E-50 50M 7-64 SP*6220-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1965

SUBJECT: Terminal Avenue
The Dalles Bypass
Columbia River Highway

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

Reply is made to your assignment to produce additional information regarding a request from the City of The Dalles for construction of a structure at Terminal Avenue through the newly constructed freeway.

Attached hereto is a sketch map of traffic patterns at various places in the area. Basic premise for these patterns is to find the traffic desiring to go from the Chenoweth Road-6th Street area to the Terminal Avenue area northerly of the freeway. Traffic patterns in the area would be as follows:

1. Westbound traffic from the freeway and from 2nd Street, 198 vehicles per day. This does not include 75 to 100 vehicles using a parking lot at Building Supply house at this intersection.

2. Traffic count at Webber Street and 2nd Street intersection indicates 218 vehicles per day as possible traffic originating from the Chenoweth and 6th Street area.

3. Certainly only some reasonable per cent of the (198 and 218) 416 vehicles per day could possibly originate in the Chenoweth-6th Street area. Assuming even 60 per cent as a possible reasonable demand for access from the Chenoweth Street-6th Street area, this indicates a traffic demand from only 250 vehicles.

The above-listed suppositions were transmitted to the Urban Design area and I have received the attached report from D. N. Stoudenmeyer, Assistant Urban Engineer, indicating various amounts which might be justified to expend in this area.

It is apparent that it would take considerable wishful thinking and stretching

NOTED
R L PORTER

of the traffic count to justify construction of a structure connecting Terminal Avenue through the freeway with the Chenoweth Road-6th Street area.

I trust this is the information you desired regarding this matter.

F. D. Morgan
ConstructionEngineer

FDM:fp
Attach.

RECEIVED
MAR 2[illegible] 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1965

SUBJECT: Terminal Avenue
The Dalles By-Pass
Columbia River Highway

To:

Mr. F.D. Morgan
Construction Engineer
Building

A Time and Distance Savings chart is enclosed regarding the need for a structure at Terminal Avenue for traffic originating at 6th and Terminal wishing to go to Terminal and Barge Way Road.

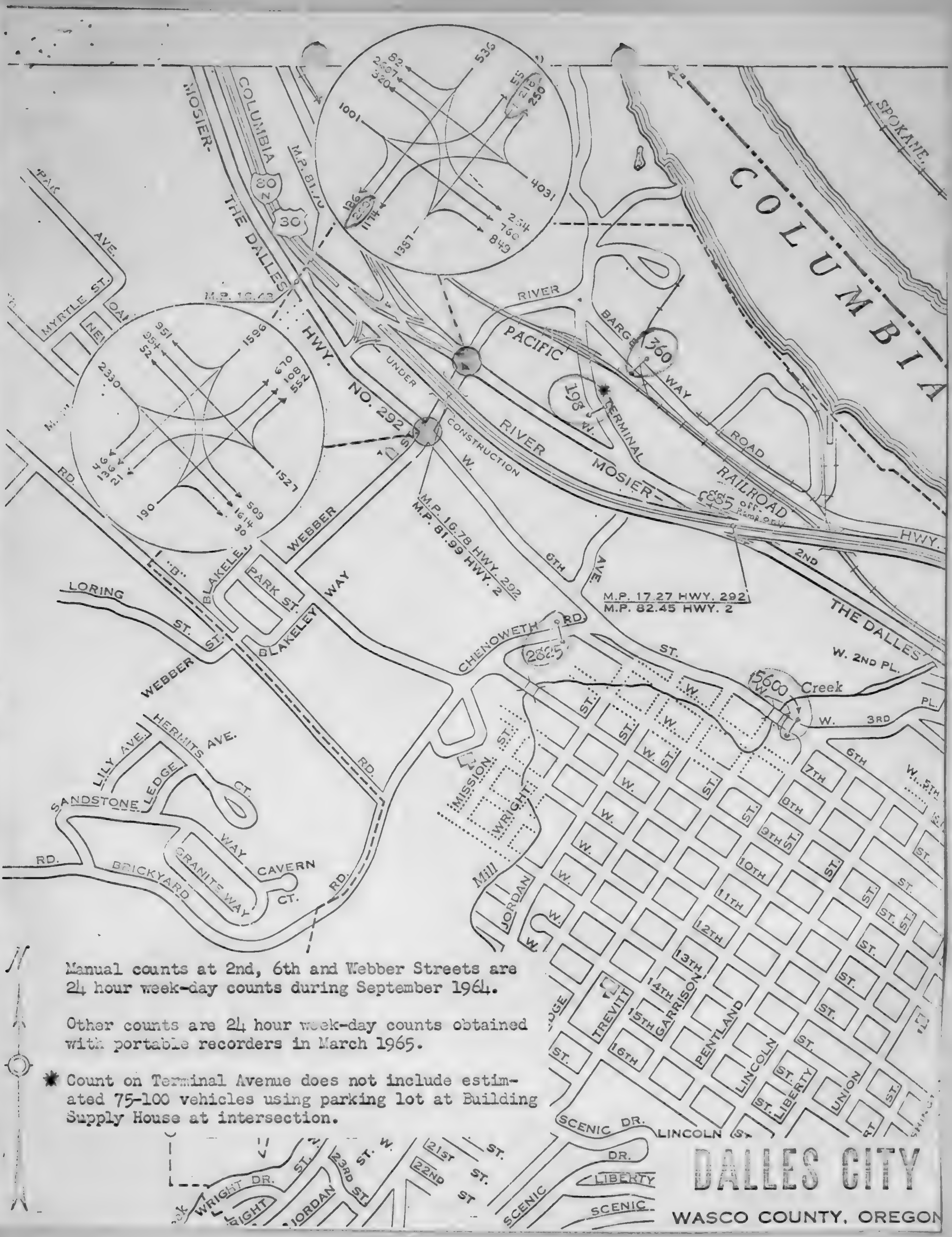
Using 250 cars we get an annual savings of $1,600. This could justify the expenditure of only $16,000 for a structure at Terminal and the By-Pass. If all the traffic, which arrives at Terminal and Barge Way originated at 6th and Terminal, we would have a count of 600 cars. This is roughly 2-1/2 times the 250 cars or a savings of $4,000. This could justify only $40,000 for construction.

Now, if this larger figure were doubled for a 20-year projection, we could justify $80,000 in construction. The structure at Terminal alone would surely cost $120,000 without the grading and detour problems considered.

It would seem that traffic does not warrant such a construction.

D.N. Stoudenmeyer
Assistant Urban Engineer

DNS:jp
Enclo.



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✱ Count on Terminal Avenue does not include estimated 75-100 vehicles using parking lot at Building Supply House at intersection.

DALLES CITY

WASCO COUNTY, OREGON

O. [illegible]

T. [illegible] D.

P. S. [illegible]

March [illegible]

Dallas City

Terminal [illegible] [illegible]

Dollar Savings

[illegible]	[illegible] Savings [illegible]	[illegible]	Estimated [illegible]	estimated Cost [illegible]	estimated [illegible]
0.46	0.46	[illegible]	19,000	0.05	[illegible]

Time Savings

Total [illegible]	Time Savings [illegible]	weight [illegible]	weight [illegible]	estimated [illegible]	estimated [illegible]
0.0007 0.0153	0.0034	1.00	10,077	11,[illegible]	38,219

[illegible]

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JAN 12 1965

FOR FILING

[illegible]

6180

January 11, 1965

Dr. John H. Skirving
Mayor of the City of The Dalles
City Hall
The Dalles, Oregon

Dear Dr. Skirving:

The request that Terminal Avenue be rerouted or reopened through the freeway embankment was made by the City of The Dalles last fall. At a meeting attended by Mr. Victor D. Wolfe and Mr. F. D. Morgan of the Highway Department and Dr. John Skirving, Mayor; Mr. C. Dean Smith, City Manager; and Mr. Verne B. Tenneson, City Engineer, the merits of reopening Terminal Avenue were discussed. As a result Mr. Wolfe advised that the State Highway Department would restudy the problem and be in touch with the Mayor early in 1965.

We have gone into this quite thoroughly and find that an additional grade separation at Terminal Avenue cannot be economically justified. Also, that opening of Terminal Avenue would create a dangerous traffic situation at the exit ramp terminus at Second Street and Terminal Avenue. For these reasons, opening Terminal Avenue across the freeway cannot be considered.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Dean Swift

RECEIVED
DEC 1 - 1964
FORM E-30 90M 12-63 84676
FOR FILING

6-11

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 24, 1964

SUBJECT: Terminal Avenue, The Dalles

To: MEMO TO THE FILE

Mr. Frank Morgan and I met on Monday, November 23 with Dr. John Skirving, Mayor; C. Dean Smith, City Manager; and Verne B. Tenneson, City Engineer, to discuss the city's request for Highway Department consideration of reopening Terminal Avenue. This, of course, would involve the construction of a structure through the recently completed The Dalles Bypass Section of Interstate 80N.

The majority of the pressure apparently is coming from the business people in the Sixth Street-Chenoweth Road area and the Terminal Avenue-West Second Street area. As the mayor pointed out, the pressure is being put on the city, and the city must try to do something to fulfill their obligation to the people as the people's official representatives.

It was pointed out in the meeting that during a City Council meeting, Mr. Tom Edwards had indicated that if upon completion of the bypass it was felt an injustice had been done to the businesses of the area due to circuitous traffic movement, the subject could be reopened and re-examined. Mr. Edwards does not quarrel with this interpretation of his remarks. He is, of course, extremely emphatic that he made no promises which could in any way commit the Highway Department to the construction of a structure which would reopen Terminal Avenue.

It is of interest that in the discussions, the city representatives suggested that if the opening of Terminal Avenue was completely beyond reasonableness, it might be possible to construct a frontage road from immediately east of the old maintenance station through the maintenance station area and the city property to a connection with Terminal Avenue immediately south of the new freeway. A third alternate was the possibility of purchasing right of way through The Dalles Park Motel area for a street through this area.

We were advised that there is to be constructed immediately (and there was ground leveling underway) a large motel, restaurant, bowling alley, swimming pool complex at the junction of Terminal Avenue with West Sixth Street. I might point out that the westbound off-ramp from the freeway comes to grade with West Second Street at Terminal Avenue.

The entire discussions were conducted in a very friendly atmosphere. I advised those present that we would restudy the problem to determine if the business of the area was being adversely affected by the short circuitous travel through the Webber Street complex and that we would be in touch with the Mayor by the first of 1965.

Victor D. Wolfe

Victor D. Wolfe
Administrative Assistant

VDW:srb

cc: Mr. R. L. Porter
Mr. Lloyd P. Shaw
Mr. Tom Edwards
Mr. F. D. Morgan

RECEIVED
NOV 18 1964

FOR FILING

6110

November 17, 1964

The Honorable James A. Hunt
Judge of the Wasco County Court
The Dalles, Oregon

Dear Judge Hunt:

During your visit to my office on October 19, we discussed your request for a point of access to the south side of Sixth Street (frontage road) west of the Webber Street intersection in The Dalles. I explained that since your request involved an access-controlled area opposite the terminals of ramps connecting to Interstate 80-N, the concurrence of the Bureau of Public Roads would be necessary.

We made a formal request that the access control be diminished by 50 feet at its easterly end and have now received a rejection of that request from the Bureau. This leaves us only the alternative to suggest an access adjacent to and east of the established limits of the controlled section. I realize this does not provide the location for driveways which your prospective buyer would consider ideal, but it does have the advantage of ruling out competing accesses near the ramp terminals.

Kindest personal regards,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
Dean Swift

LPS:ajw fn

RECEIVED
NOV 25 1964
FOR FILING

November 13, 1964

Dr. John H. Skirving
Mayor of The Dalles
City Hall
The Dalles, Oregon

Dear Dr. Skirving:

This will acknowledge receipt of your November 10 letter relative to the problem you have outlined in connection with the closing of Terminal Avenue in The Dalles.

The Highway Department does not wish to engage in an additional public hearing on this matter but is willing to meet with you at an early date at your convenience. Mr. Victor D. Wolfe, Administrative Assistant to the Highway Engineer, and Mr. F. D. Morgan, Construction Engineer, will contact you in the very near future to arrange a mutually satisfactory time. They will come to The Dalles and will be glad to examine the matter on the ground with you or other representatives of the City.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. L. P. Shaw
Mr. Victor D. Wolfe (with file)
Mr. F. D. Morgan
Mr. Dean Swift

OFFICE OF: THE MAYOR CITY HALL THE DALLES, OREGON

November 10, 1964

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: R. L. Porter, Deputy State Engineer

Gentlemen:

This letter is written in response to a letter dated November 4, 1964 signed by R. L. Porter on the subject of re-opening Terminal Avenue here in The Dalles.

In the last paragraph of your letter, you suggested the possibility of having missed the point of the problem or suggesting I might have something additional to offer. I certainly believe this is the case. The point of this problem is that these people have petitioned both your organization and mine seeking redress of a gross interference with the normal flow of traffic in their area. They state that the change in traffic flow has caused a considerable devaluation of their commercial enterprises by prevention of easy contact with the greatest reasonable amount of the consuming public. Most of the petitioners have made a considerable personal investment to attract the consumer, and this added to their original installation is placing great business investments in jeopardy by virtue of the Highway Departments lack of co-operation.

At the time of signing the by-pass agreement in 1960, the City Council did so with great trepidation because of the closure of Terminal Avenue. At that time, after several meetings with Highway Department officials, we were assured that if circumstances proved the closure of Terminal Avenue was appreciably detrimental to the local affected citizens then the Highway Department would re-open and rectify the situation. The time has come.

I would like to suggest that representatives from the Oregon State Highway Department agree to meet with Dalles City officials in conducting a public hearing with the locally concerned citizens. At this time you can readily hear their side of the problem and you in turn, can present yours. I hope I can look forward to hearing from you that such a meeting is agreeable.

Very truly yours,

John H. Skirving, M.D

John H. Skirving, M.D.
Mayor

JHS/mlw

cc Vern Clifford

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NOV 5 - 1964
FOR FILING

6140

November 4, 1964

Dr. John H. Skirving
Mayor of The Dalles
City Hall
The Dalles, Oregon

Dear Dr. Skirving:

Reference is made to your recent letter in which you enclosed a copy of a petition requesting the Highway Commission to reopen Terminal Avenue, which was closed by the freeway. In lieu thereof, you asked for an alternate to be considered that was shown on an attached map. Either the map was not enclosed or has been misplaced and we are not positive as to the alternate suggestion.

We have reviewed the matter, however, and do not see how the reopening of Terminal Avenue could alleviate the situation. It is in close proximity to Webber Street and unless there is some point about the problem that I have missed, it does not appear that the benefits from the reopening are in line with the costs involved.

Our latest available data indicate that traffic on 6th Street, just easterly of Webber Street, before the freeway was opened was approximately 4,500 cars per day. It is estimated that at present there are about 3,700 cars per day. In view of the partial use of 6th Street as an arterial before the freeway was constructed, this differential in traffic volume does not seem excessive.

If you think I have missed some point of this problem or if you have something additional you wish to suggest, please do not hesitate to contact us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
Lloyd P. Shaw
Victor D. Wolfe
Dean Swift

RLP:ms

FORM E-30 80M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1964

SUBJECT: Petition Requesting Reopening
Terminal Avenue
The Dalles - Wasco County

To: Mr. R. L. Porter
Deputy State Highway Engineer

NOTED
R. L PORTER

A letter of October 7, addressed to the Highway Commission and directed to the attention of Glenn L. Jackson, transmitted a petition signed by persons most of whom claim residence in The Dalles and a fair percentage of whom give addresses on West Sixth.

The petition requests reopening of Terminal Avenue which was severed by freeway construction. It specifically refers to a statement made before The Dalles City Council on November 21, 1960, which the City construes to mean that the severed street could be reopened.

The cover letter transmitting the petition, signed by John H. Skirving, M. D., Mayor, indicates the traffic flow has not developed as was originally forecast and as a result, the area in the vicinity of Terminal Avenue has suffered a business depression.

A traffic volume analysis of the intersection at Sixth and Webber Streets, which is the first intersection of any consequence west of Terminal Avenue, indicates a drop in traffic volume to and from the City center on Sixth Street of approximately 1600 ADT. In view of the advantage of using Sixth Street prior to the interstate freeway construction as an alternate to the sometimes crowded Columbia River Highway, this drop of 1600 does not seem particularly significant. A draft of a proposed letter for Mr. Jackson's use is attached.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc Forrest Cooper

Salem, Oregon
October 29, 1964

Mr. R. L. Porter
Deputy State Highway Engineer

Petition Requesting Reopening
Terminal Avenue
The Dalles - Wasco County

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Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

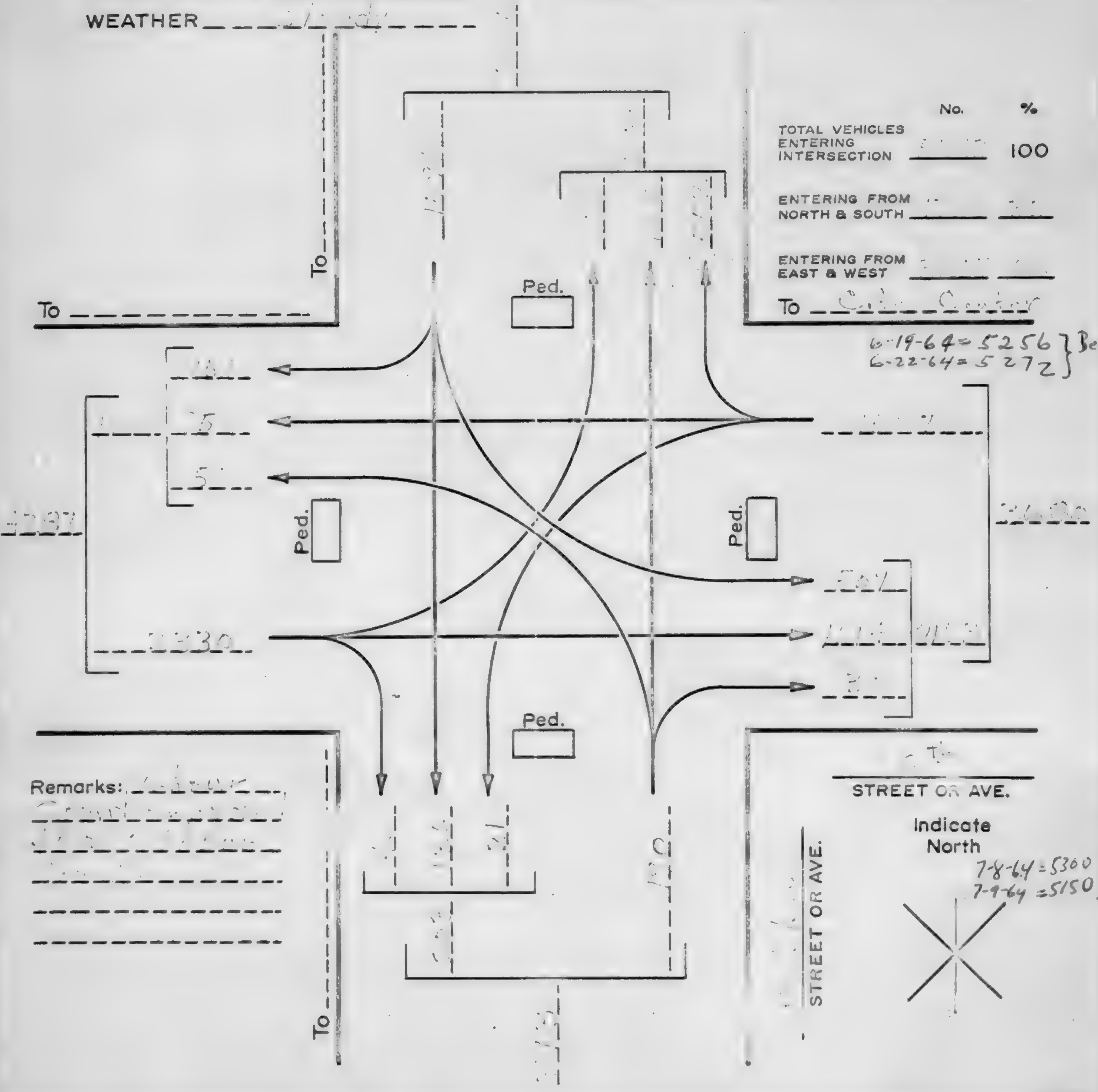
Attachment

cc Forrest Cooper

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE ______________
DAY OF WEEK ______________
ACTUAL COUNT (VEH.) ______ HRS.
HOURS COUNTED ______________
PEDESTRIAN COUNT ______ HRS.
HOURS COUNTED ______________
WEATHER ______________

CITY OF The Dalles ______________
INTERSECTION OF ______________
AND ______________
STATION NO. ______________
CODE NO. ______________
CLASSIFICATION ______________



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION		100
ENTERING FROM NORTH & SOUTH		
ENTERING FROM EAST & WEST		

To ______________

6-19-64 = 5256
6-22-64 = 5272 } Before

Remarks: ______________

7-8-64 = 5300
7-9-64 = 5150 } After

12-55

OREGON STATE HIGHWAY DEPARTMENT

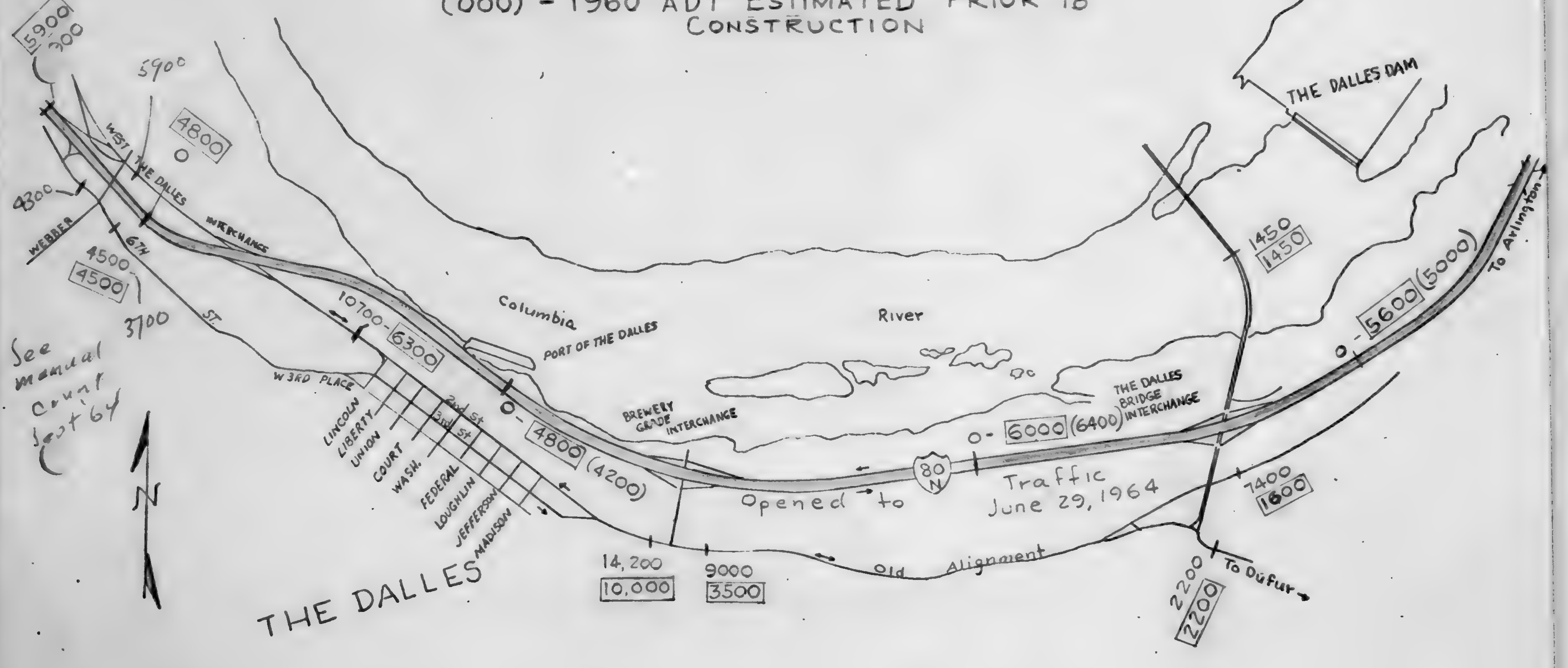
Traffic Engineering Division

COMPARISON OF VEHICULAR TRAFFIC
THE DALLES - FIFTEENMILE CREEK SECTION
BEFORE AND AFTER CONSTRUCTION OF COLUMBIA RIVER HWY, I80N

000 - 1964 ADT BEFORE CONSTRUCTION

$\boxed{000}$ - 1964 ADT AFTER CONSTRUCTION

(000) - 1960 ADT ESTIMATED PRIOR TO CONSTRUCTION



7-24-64

OFFICE OF: THE MAYOR CITY HALL THE DALLES, OREGON

REFERRED TO
Forrest Cooper

October 7, 1964

REFERRED TO
Shaw

Rec. [illegible]

State Highway Commission
Oregon State Highway Department
Salem, Oregon

Attention: Glenn L. Jackson, Chairman

Gentlemen:

Enclosed you will please find a petition addressed jointly to The Dalles City Council and the Oregon State Highway Commission, carrying signatures of 68 citizens of our community. This petition was received by The Dalles City Council at their regular meeting of October 5, 1964. At that time the Council acted to refer the petition to you with a request for action.

As stated the businessmen of the area request the re-opening of Terminal Avenue by construction of a structure under the freeway. This request is based on the discussion at a Council meeting held November 21, 1960 at which Mr. Edwards of the State Highway Department indicated the possibility of such an improvement being made. The flow of traffic resulting from the new bypass has not developed as originally planned by your engineers. The area in question has thusly suffered a real blight caused by severance of the normal traffic flow. The people of the area feel the need is great enough now to justify such an expenditure. They are now spending thousands of dollars to improve their street to encourage business.

You are respectfully requested to review this petition and the proposed action and let the city know your findings.

Very truly yours,

John H. Skirving M.D.

John H. Skirving, M.D.
Mayor

JHS/mlw

[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

50

cc'd to FL

PETITION

To: Dalles City Council, The Dalles, Oregon
State Highway Commission, Salem, Oregon

Gentlemen:

The businessmen of The Dalles, Oregon, who are located on West 6th Street and US 30 (West 2nd Street) feel that they have suffered severe financial hardship due to the closing of Terminal Avenue by the construction of the new freeway.

Therefore, at this time, said businessmen respectfully petition the above parties that they re-open Terminal Avenue by constructing a structure under the bypass as was stated by Mr. Tom Edwards of the State Highway Department at a Dalles City Council meeting on November 21, 1960. If re-opening of this street is impossible, then as an alternate, you are requested to construct a roadway from Terminal Avenue to US 30 across the Dalles City and State Highway lands as shown on the attached map.

The businessmen involved feel that it is imperative to the economic growth of this area that access be made available between South Terminal Avenue and US 30 and thereby beg that your honorable bodies undertake the requested construction as stated above.

NAME	ADDRESS
Vern O. Clifford	1013 W 6th Street
Earlene B. Clifford	1013 W. 6th "
R E La Marche	1009 W 6th Street
Geo. Stadelman	605 Pentland St.
Margaret Smart	(Bake & Mage's)
Warren L. Pritschau	P.O. BOX 130 The Dalles Oreg
Chas. M. Jones	Park Motel ~~[illegible]~~ Mgr-
Lester Hamilton	1404 Jordan The Dalles Or
Arlene Kennedy -	804 - [illegible] St -
Mead L. Ball	Super on Sixth
Homer E. Egbert	Egberts Tasty Bakery
Arthur H. Sorlenson	Kage-Elwood & Geiger Inc
Walter Anderson	610 Terminal The Dalles
Carson B. Boles	1068 West 6th
Bert L. Eddins	1002 West 11th St. The Dalles
Bob's Texaco Robert L. Miller	1014 West. 6th St. Bob's Texaco

PETITION

To: Dalles City Council, The Dalles, Oregon

State Highway Commission, Salem, Oregon

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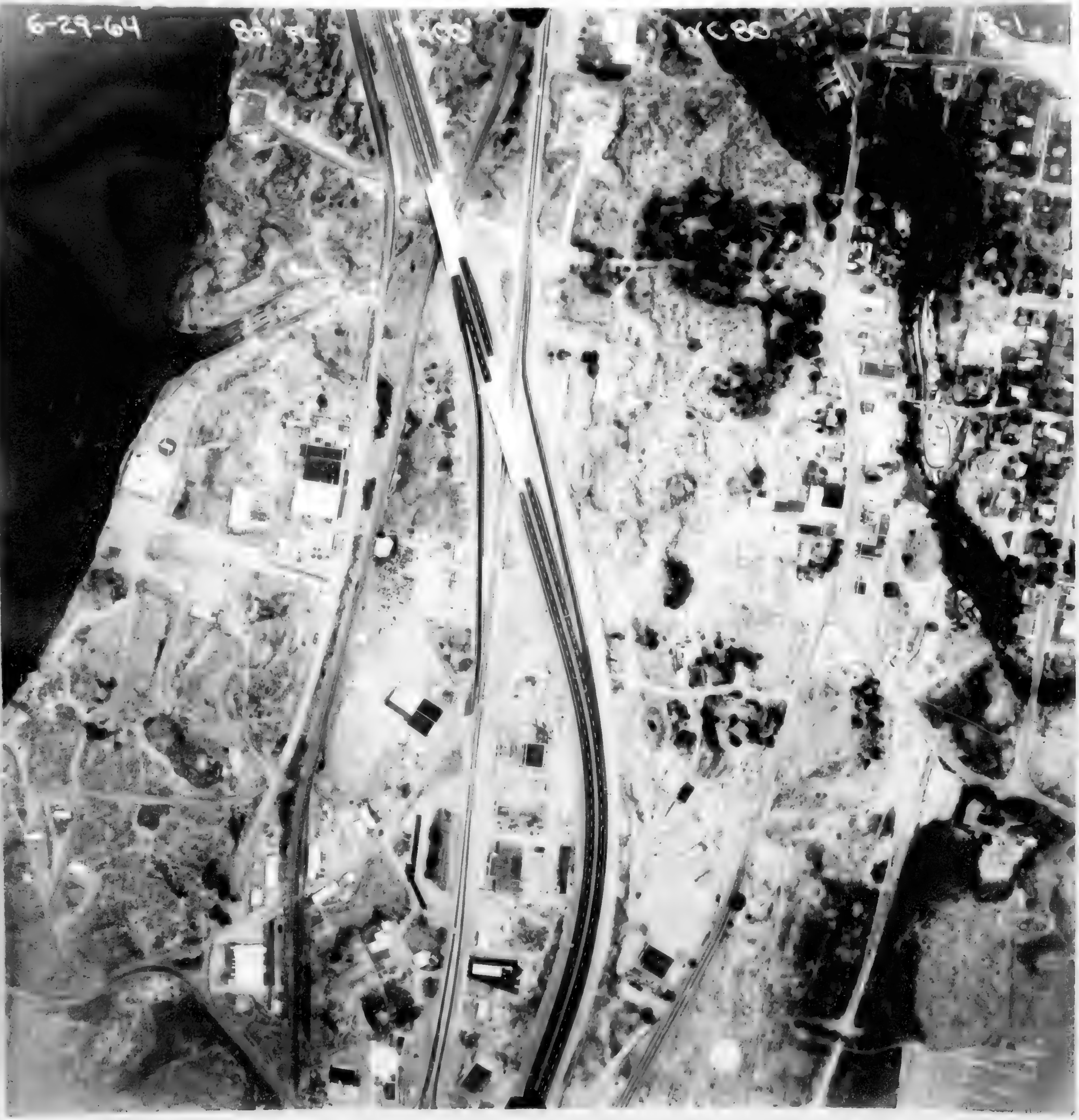
Geo. Stadelman	605 Pentland St.
Margaret Smart	(Bake & Mage's)
Wesher L. Pritschau	P.O. BOX 130 The Dalles Oreg
Chas. M. Jones	~~[illegible]~~ Park Motel Mgr-
Lester Hamilton	1404 Jordan The Dalles Ore
Arthur Kennedy-	804 W 6th St-
Mead J. Bald	Topper on Sixth
Homer E. Egbert	Egbert's Tasty Bakery
Arthur H Sorlenson	Karge-Elwood & Geiger Inc
Walter Anderson	610 Terminal The Dalles
Carson B. Boles	1068 West 6th
Bert L. Eddins	1002 West 11th St. The Dalles
Bob's Texaco Robert L. Miller	1014 west. 6th St. Bob's Texaco
Bert L. Hodges	1100 West 6th St. SPEEDE SERVICE


6-29-64
WC80
8-1

JUN [illegible] 1964
[illegible] 12-24
[illegible] 400

RECEIVED
MAY 6 1965
FOR FILING

UNITED STATES GOVE MENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 3, 1965

In reply refer to: 08-35.7/410.3

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-3(21)81, The Dalles Bypass Section
Port of The Dalles

Please refer to Chief Counsel G. E. Rohde's letter of April 29, 1965 requesting our concurrence in a proposed stipulation to be entered into between the State of Oregon and the Port of The Dalles, which would allow the Port to have a right in the future to construct a high speed conveyor over and above the relocated Interstate highway for the purpose of conveying grain from their elevator located on the remaining land to the south of the highway to their dock located on the Columbia River, and on the remaining land on the north side of the relocated highway.

We approve the proposed stipulation subject to you submitting any plans for construction of a conveyor to this office for approval prior to your issuance of a permit.

orig to Rohde
copy to Young 5-5-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 9 - 1965

FOR FILING

6180

April 7, 1965

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment for $2,592.92 will be made to Roy L. Houck Sons' Corporation on Contract No. 6180 for grading and structures on The Dalles Section of the Columbia River Highway in Wasco County, as soon as the warrant is prepared.

The total amount paid on this contract will be $3,825,699.86 including the post-final payment. Of the total $59,678.02 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Roy L. Houck Sons' Corp.
P. O. Box 671
Salem, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
APR 2 - 1965

Form A-106—5M

FOR FILING

6180

cc: C. H. Maison
R. L. Porter
J. F. Putnam
R. P. Hamilton
H. W. Hughlett

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work (NON-PARTICIPATION)

APPLYING TO CONTRACT PROJECTS

Order No. ....

Project Name PORT OF THE DALLES Repair to Facilities Date ...., 19....

Highway Columbia Contract No. .... F. A. Project No. ....

County Wasco Prefix 33 - 2012 Account No. 409

Description of Work To Be Done: Alternate A-Plan. Conveyor and Tunnel.

1. Seal joint between track shed & conveyor tunnel with expanding grout.
2. Seal water leaks in Multiplate pipe tunnel as indicated by Operator.
3. Replace split & checked timbers Bents 10,11,12,14,16. Cinch bolt 6"x6" longitudal timbers. Replace and increase size of loose lag bolts and washers. Replace all shims to full bearing & rebolt.
4. Adjust conveyor due to settlement of tunnel to new grade line.

~~[illegible]~~: Boat Basin:

4-A Construct stair well and revise ramp at small boat basin to eliminate 40% grade in walkway to dock & floats.

Estimate of Quantities and Costs:

Item #1	75.00
Item #2	200.00
Item #3	300.00
Item #4	225.00
	$800.00

Item 4-A Construct Boat basin walkway stairwell as per drawing

8 cu. yd. concrete @ 85.00	$680.
30 ft. pipe H. Rail @ 2.50	75.
Excavation	95.
	$850.

NOTED
R. L. PORTER

Explanation:

Repairing items submitted by the Interior Elevator Co., Inc. & the Port of The Dalles for proper operation of the grain conveyor system.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$..........	....
Present estimate of project cost, including $ 1,650. for work under this order	$..........	....
Expected under-run / over-run (amount)	$..........	....
Expected under-run / over-run (per cent)	....	....

Space to right of this line is for use of Salem Office

Submitted by: ORIGINAL SIGNED BY H. W. HUGHLETT State Bridge Superintendent Resident Engineer

Approval Recommended: .... Construction Engineer or Bridge Engineer

Approval Recommended: J. F. Putnam Division Engineer

Approved: ORIGINAL APPROVED BY C. H. Maison Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

PORT OF THE DALLES
THE DALLES, OREGON
"An Inland Seaport Serving an Empire"

COMMISSIONERS
PAUL R. VOGT, PRESIDENT
DAVID H. LARSEN, VICE-PRESIDENT
WILBUR F. KELLY, SECRETARY
PAUL D. KORTGE, TREASURER
HENRY J. MAIER

MANAGER
DOLPH D. KIMSEY

March 26, 1965

Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Porter

Thank you very much for your letter of March 11, 1965, relative to the problems we have been having with the grain conveyer in the tunnel beneath the freeway. I have advised Mr. Floten that your representatives will arrange to repair the malalignment of the conveyer. We appreciate your attention in this matter very much, but you did not refer to the other problem which I had mentioned, mainly that of the pedestrian access to the small harbor.

I would appreciate also hearing from you as to your feelings regarding possible improvement of this unsatisfactory access way.

Sincerely,

Paul R. Vogt, President
Port of The Dalles

PRV:[illegible]

NOTED
R. L. PORTER

RECEIVED
MAR 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 9-64

RECEIVED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 25, 1965

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Construction of Access Road to
Mill Creek Tunnel
The Dalles Section
Columbia River Highway
Wasco County
YOUR FILE: D 372 - 1 - 6

Gentlemen:

This is in reply to your letter dated March 12, 1965 in which you advise the railroad has engaged Steelman-Duff, Inc., General Contractors of Portland, Oregon, to construct the access road from Bargeway Road to the outlet end of the Mill Creek Tunnel as described in your letter of February 18, 1965, for a lump sum cost of $1,229.00.

Please be advised the State will share the cost of constructing this road in the amount of 302/852nds of $1,229.00, or $435.63, as set forth in your March 12 letter. It is understood your billing will not exceed this amount.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: Tom Edwards
L. P. Shaw
E. S. Hunter
J. F. Putnam
R. P. Hamilton

RECEIVED
MAR 30 1965
E OF
AY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

MARCH 12, 1965

File Ref. D 372 - 1 - 6

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Reference is made to your letter of February 26 replying to mine of February 18 relative to construction of a service road to the outlet end of Mill Creek Tunnel at The Dalles.

To avoid further delays and expense in removal of debris from the tunnel, the Railroad has had the road constructed by Steelman-Duff, Inc., General Contractors of Portland, Oregon, for the lump sum of $1,229.

According to the Railroad-State agreement dated November 1, 1962, supplemented November 22, 1963, the State's portion of the construction cost and other cost incurred by the Railroad in maintaining the tunnel would be 302 parts of 852 rather than 25.9% as given in your letter. Section 1(a) Part III of the supplemental agreement modifies Section 3(b) of Part IV of the 1962 agreement to include Parcel No. 16 covering the Bargeway Road extension and, as a consequence, 302' of the tunnel passes under property conveyed by the Railroad to the State rather than 221'.

On this basis the State's portion of the road construction cost will be $435.63. Will you please advise if the State is agreeable to accepting billing for its share of the road construction and future maintenance cost determined in the same manner.

CONSTRUCTION DIVISION
MAR 16 1965
NC
CE ACE ACE

With respect to installing a grate at the tunnel's inlet end, I expect to be able to furnish the Railroad proposal for your approval in the near future.

Wish to thank you for the information supplied with your letter of February 26 regarding similar arrangements made by the State on smaller waterways in other areas.

Yours very truly,

W. G. Johnson

477 Cottage Street, N.E.
Salem, Oregon - 97301

March 18, 1965

08-35.7

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-3(21)81, The Dalles By-pass
Additional Appraisal on File R-32302, L-3923
United States National Bank of Portland, et al
(Mr. Rohde's March 10 letter)

Considering the amount of time which has elapsed since preparation of the original appraisals and the change in improvements which were situated on the property we concur in your request to secure an additional appraisal.

This approval to secure an additional appraisal is with the understanding that Federal funds will not participate in payments for loss or impairment of access so long as the owner retains or is furnished reasonable access to an existing public highway, to a frontage road, or to any other part of the public highway system. The information in Mr. Rohde's letter would seem to indicate that reasonable access is retained to a public street. In addition Federal funds will not participate in payments for loss of parking on the former right of way.

Mr. Rohde's letter indicates the owners may be claiming damages for the motel property which is located on the rear of the larger tract. Although there is apparently unity of ownership of the land, there does not appear to be unity of use between the restaurant and motel operations. We feel this aspect of the case should be studied.

Due to the questionable items of access and encroachment it is suggested you consult with this office prior to settlement in order to insure full Federal participation.

[illegible]

Copy To Young
3-30-65

RECEIVED
MAR 12 1965
FOR FILING

6180

March 11, 1965

Dr. Paul R. Vogt, President
Port of The Dalles
The Dalles, Oregon

Dear Dr. Vogt:

Reference is made to your February 9 letter relating to a list of items submitted by the Interior Elevator Company, Inc. of The Dalles. These are items which the Elevator Company feels require adjustment for the proper operation of the grain conveyor.

This Department has examined the situation and will make such repairs and adjustments as it can in the very near future. We will ask our Division Engineer to contact Mr. Carl Floten, Vice President of the Interior Elevator Company, to arrange for a period that will cause the least inconvenience to all concerned.

Thank you for bringing the matter to my attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

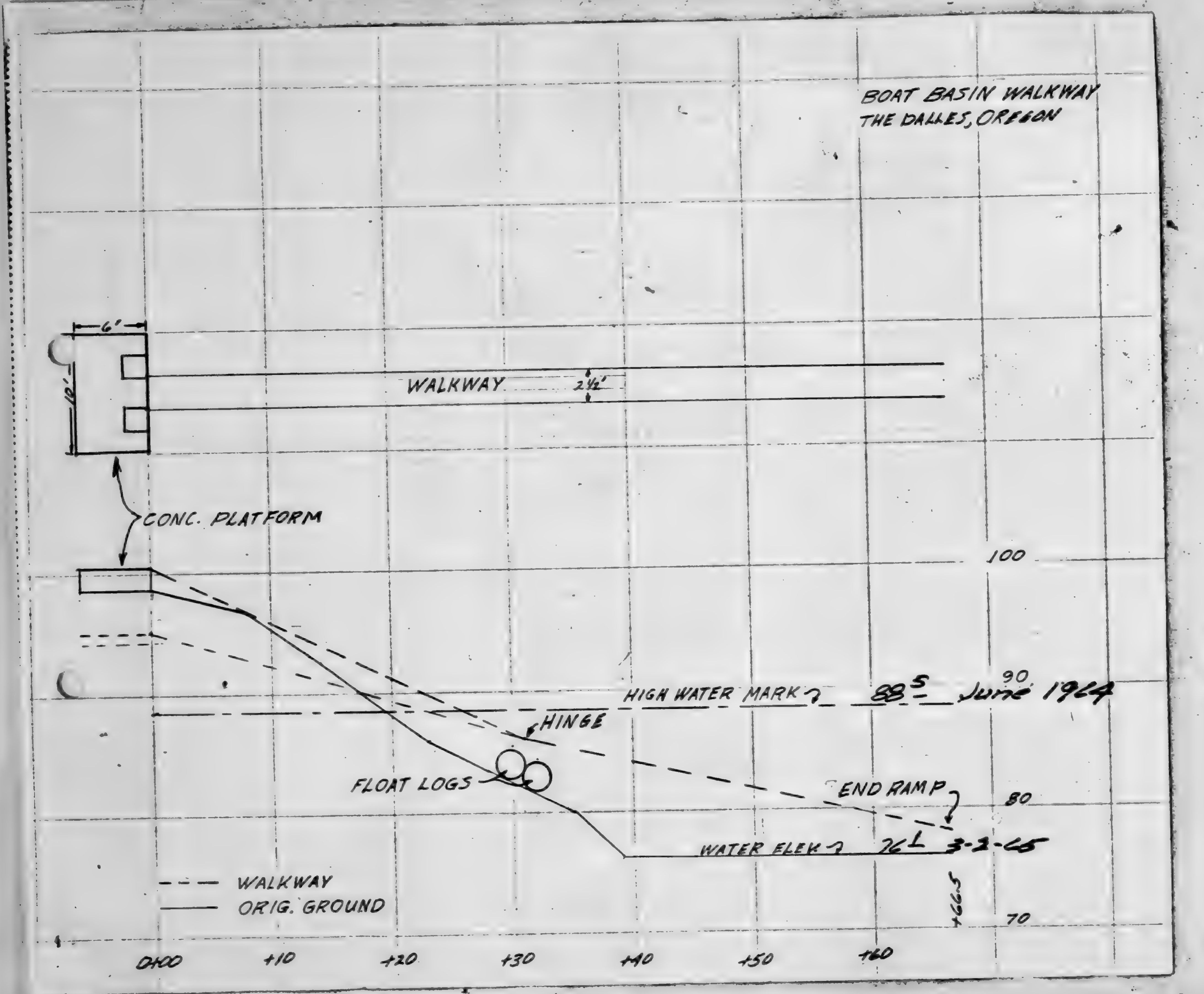
R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Victor D. Wolfe
Mr. E. S. Hunter
Mr. G. E. Rohde
Mr. J. F. Putnam - Will you please contact the Interior Elevator Company, Inc. and arrange for a time for Horton Hughlett's crew to make the adjustments necessary in the grain conveyor.

cc Mr. Horton Hughlett

BOAT BASIN WALKWAY
THE DALLES, OREGON



FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1965

SUBJECT: Port of The Dalles Facilities

To: Mr. R. L. Porter
Deputy State Highway Engineer
OFFICE

At your request I visited The Port of The Dalles facilities and looked at grain conveyor tunnel and the access walk to the small boat basin.

The access walk was salvaged from its former location and reinstalled in its present location at our direction. When the river stage is low the upper portion of the walk rests on the rock slope--about a 40% grade. This portion is too steep for safe use and should be revised. It can be lowered by the construction of a stair well five feet deep at the upper end of the access walk. $300 should cover the cost of a stair well including the necessary excavation.

The grain conveyor tunnel is a controversial subject with Mr. Carl Floten, Manager of the elevator. Nothing short of a steel conveyor will satisfy him. His complaint, as transmitted by Mr. Paul R. Vogt's February 9 letter, is in three parts although some 23 separate items were listed. They boil down to:

1. Separation of the conveyor tunnel from the foundation of the track shed and grain pit.
2. Leakage in the multiplate.
3. Misalignment of the conveyor caused by checked timbers and settlement of the tunnel.

It is difficult to determine whether our construction caused the separation of the tunnel from the track shed foundation, however, the cost of repair with grout is small and insignificant. $75 should cover this work.

The leaks in the multiplate occur only during wet weather and were not apparent when I visited the tunnel. I do not question that some of the joints leak and should be repaired. The cost of sealing the leaking joints will be primarily labor and two or three days should certainly take care of the defective joints. A wild guess for this work is $150.

NOTED
R. L. PORTER

Two alternates are being suggested for the repair of the conveyor. The first consists of stitch bolts to draw the checked timbers back together. This solution will not satisfy the present elevator operator, because continual adjustment of the conveyor will be required to compensate for the creeping of the timbers as seasoning progresses. The other is to provide a steel rail on the conveyor and attach to the present framework by the use of clip angles. Either system will require an additional day to adjust the conveyor.

A fair settlement for The Port of The Dalles facilities in connection with the grain conveyor tunnel would be:

	Alternate A	Alternate B
1. Seal joint between tunnel and track shed	$ 75	$75
2. Seal water leaks in multiplate	150	150
3. Revise conveyor	300	1,900
4. Adjust conveyor	150	75
	$675	2,200

The stair well at the small boat basin may be considered separately and is estimated to cost $300. $725.—

Alfred A. Rear
A. A. Rear
Assistant Bridge Engineer

AAR:mm
Attachment

cc: Maintenance Division

PORT OF THE DALLES
THE DALLES, OREGON
"An Inland Seaport Serving an Empire"

COMMISSIONERS
PAUL R. VOGT, PRESIDENT
DAVID H. LARSEN, VICE-PRESIDENT
WILBUR F. KELLY, SECRETARY
PAUL D. KORTGE, TREASURER
HENRY J. MAIER

MANAGER
DOLPH D. KIMSEY

February 9, 1965

Mr. Rod Porter
Systems Engineer
State Highway Department
Salem, Oregon

Dear Mr. Porter:

Sometime ago we wrote representing the Port of The Dalles as regards to defects in construction of the tunnel beneath the freeway, carrying the conveyer from our grain elevator to the dock. We also included our problem with the access walk-way down to the small boat basin. We had no response from these queries and on one occasion I personally asked Mr. Cooper about them and again had no response.

Last week in a discussion with Mr. Glen Jackson, I brought up this matter and he referred me to you as being the individual responsible for consideration of such problems. I left with Mr. Jackson the letter written by Interior Elevator Company to the Port, in reference to defects in the tunnel, and this letter may be obtained from him. Interior Elevator is the lessee of our grain elevator.

I hope that you will see fit to send someone to investigate and make such changes as are indicated, someone with authority and responsibility to do these things.

The access walk to the boat basin should be revised to be more secure and less steep, particularly during the changes which occurred during high and low water times.

Thank you very much for your consideration in these two matters.

Sincerely,

Paul R. Vogt

Paul R. Vogt
President, Port of The Dalles

NOTED
L PORTER

PRV:kk

Copy for [illegible]
2-15-65

INTERIOR ELEVATOR COMPANY, INC.
P. O. Box 640 Telephone 503 CY 6-9194
THE DALLES, OREGON

November 9, 1964

Port of The Dalles Commission
The Dalles, Oregon

Attention: Dr. Paul R. Vogt, President

Gentlemen:

Since our company has operated the Port Elevator on lease beginning July 1, 1964, we have been making minor changes and improvements in the barge-loading facilities. These changes will increase the loading performance toward the capacity of the elevating leg which is now rated at 8000 bushels per hour. Barge No. 7 (#28) was loaded on Monday, October 12, 1964, at slightly over 6700 bushels per hour (200 tons per hour).

In our consideration of what structure and equipment we have to work with we have inspected the part of the marine belt rebuilt and installed by the contractors for the Oregon State Highway Commission. This inspection shows the following conditions:

1. Tunnel: Mr. Joe Reed, Superintendent, reports that the tunnel leaks around the belts in the corrugated-pipe tunnel. The belt conveyor must be protected from dripping water.

2. Track Shed: The grain pit for the car unloading and the foundation for the tracks and marine belt have separated about 1½ inches since the freeway fill has been put in. This again is reported by Mr. Reed. The trackage shows misalignment at this location.

3. Bent #1: (These bents are the structural timbers between the post supports to provide foundation for the idler pulleys and rollers supporting the marine belt.) (Eash one is numbered by a painted number for identification and can be readily examined.) This bent has twelve lag bolts which apparently have been drilled and driven since they do not tighten.

4. Bent #2: This bent does not have fastening lag bolts at the joints at each end of the supporting timber. These timbers are held in place by side nailings.

5. Bent #3: The supporting timber on the west side is checked full length on the top side.

6. Bent #4: The supporting timber on the east is checked both on the side and top for the full length.

7. Bent #5: The west supporting timber is checked for about five feet.

8. Bent #6: The east supporting timber is checked full length on the inside--also, the timber is twisted as it checked.

9. Bent #7: Both the east and west supporting timber is checked and the west timber is twisted. The checks run full length.

10. Bent #8: Both the east and west supporting timbers are checked through. Necessary to use shims to correct elevations of rollers, indicating improper elevation alignment.

11. Bent #9: The east supporting timber is checked both side and top, also twisted. The vertical adjustment is made with shims.

12. Bent #10: The west supporting timber is checked full length on top and the east supporting timber is split out at the bent support post toward the elevator tanks--this should be replaced.

13. Bent #11: The west supporting timber is checked through. The bolts holding the rollers are loose and this timber is possibly going to split full length, should be replaced.

14. Bent #12: The west supporting timber is checked full length on the top--east supporting timber is checked two-thirds the length on the inside.

15. Bent #13: Timbers on both sides show small checks, not severe. Idler pulley on west bottom idler is held in place by one lag bolt and two nails bent over. This shows poor workmanship in installation.

16. Bent #14: Supporting timber on the west is checked both top and side as well as twisted. Should be replaced.

17. Bent #15: Both supporting timbers appear sound.

18. Bent #16: West Supporting timber checked full length--adjusting bolts to rollers loose--timber should be replaced.

19. Bent #17: East supporting timber fitted to bent #16 poorly; also checked both top and side. Poor workmanship here. West supporting timber poorly fitted into Bent #18.

20. Bent #18: West supporting timber checked full length--fitting into bent #17 very poor workmanship--east supporting timber checked and twisted.

21. Bent #19: Supporting timber satisfactory but poorly fitted into Bent #20, shims made of pieces of lath used in joint to take up space of miscut.

22. Bent #20: Supporting timbers adequate and sound; however poorly fitted into Bent #21.

23. Bent #21: Short bent--west supporting timber checked and twisted. Lag bolts through each joint of timbers are mostly loose; they have been drilled and driven rather than properly installed.

Bents #11 on through #22 each have a set of rollers placed on a 2" x 8" cross piece between supporting timbers. These cross pieces have slotted holes 1/2" x 2" to allow alignment by movement parallel to the belt. These slots are at each end of the cross piece and a bolt through the supporting timber with a 1" washer under the nut allows for adjustment. These washers are not big enough to prevent the bolt from pulling through the slotted cross piece and makes firm alignment very difficult. There are 48 such slotted holes on 24 cross pieces, each supporting a set of rollers.

The above named deficiencies are all located in the new portion of the tunnel recently replaced by a contractor for the Oregon State Highway Commission. The various replacements and corrections in material and workmanship must be completed before we are able to realize a normal volume of grain over this conveyor belt and we request that you take immediate steps to correct these defects.

Very truly yours

INTERIOR ELEVATOR COMPANY, INC.

Carl F Floten

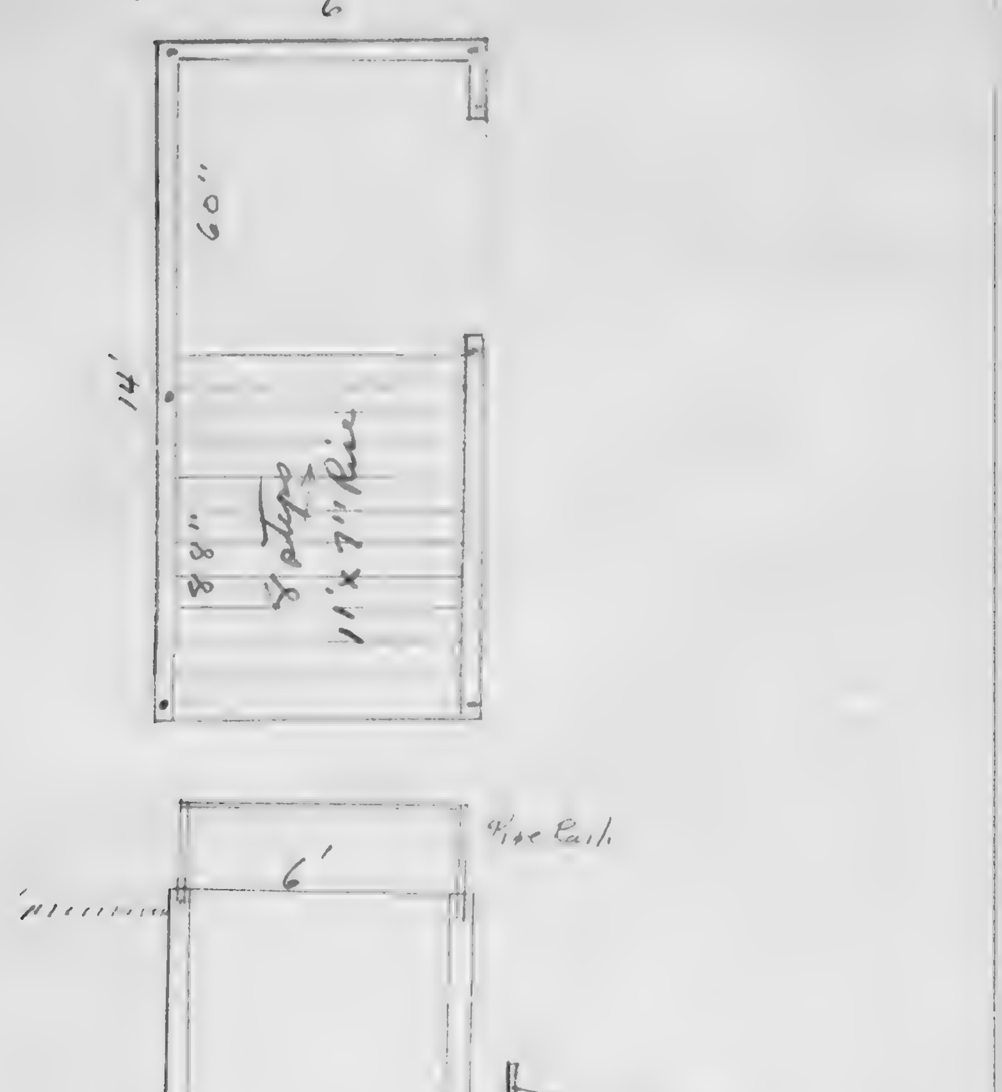
Carl Floten
Vice-President

CF:H

cc: Dolph D. Kimsey, Manager
Port of The Dalles

Scire Buell, President
Interior Elevator Co., Inc.

8.5 yds conc @ $8.5 - 722.50



ALTERNATE "A"
PRELIMINARY

Form E-260 Rev.—5M—6-57

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name PORT OF THE DALLES GRAIN CONVEYOR County WASCO Bridge No. 9090

Section and station Highway Columbia River Hwy

Estimate made by DOC Date 2-19-65 Checked by Date

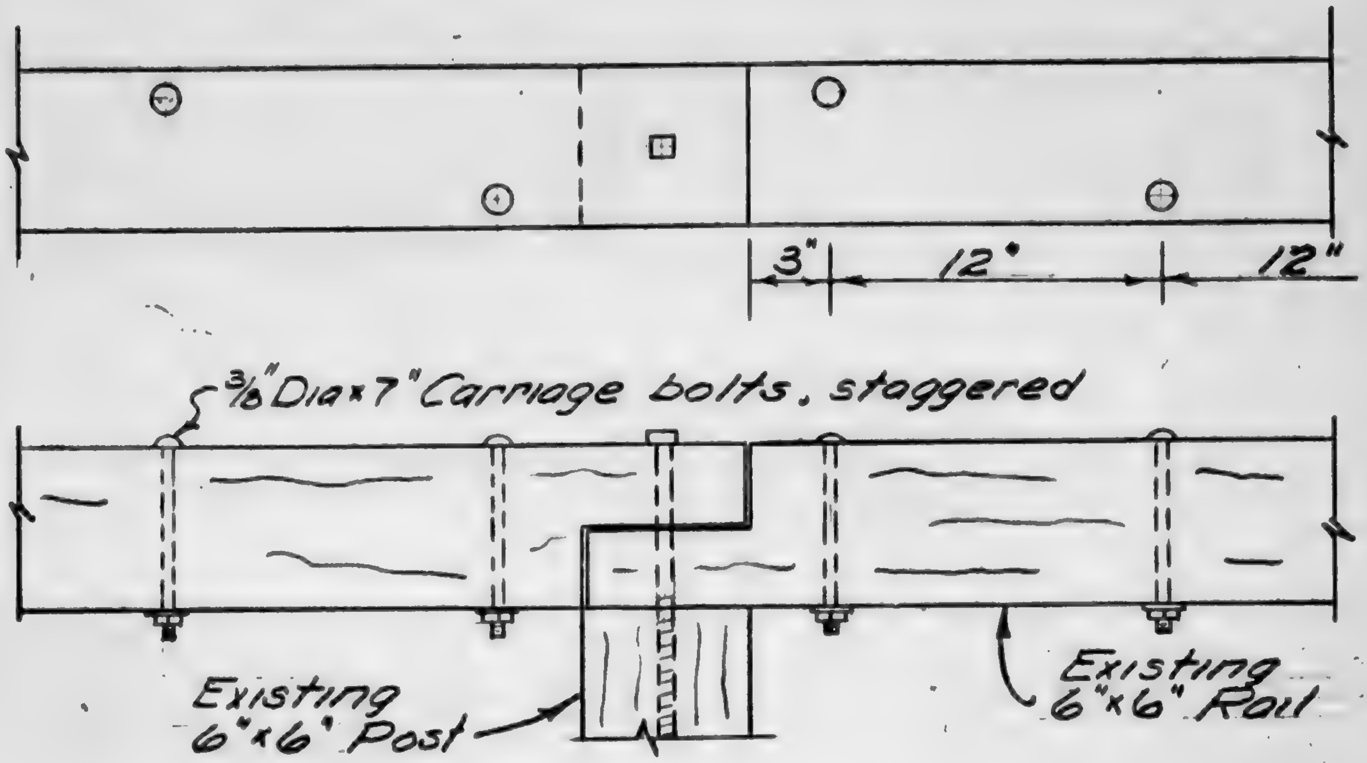
Description Bolting existing rail

Estimate From (Strike out the ones which do not apply) No plans / Sketch / Completed plans; drawing No.

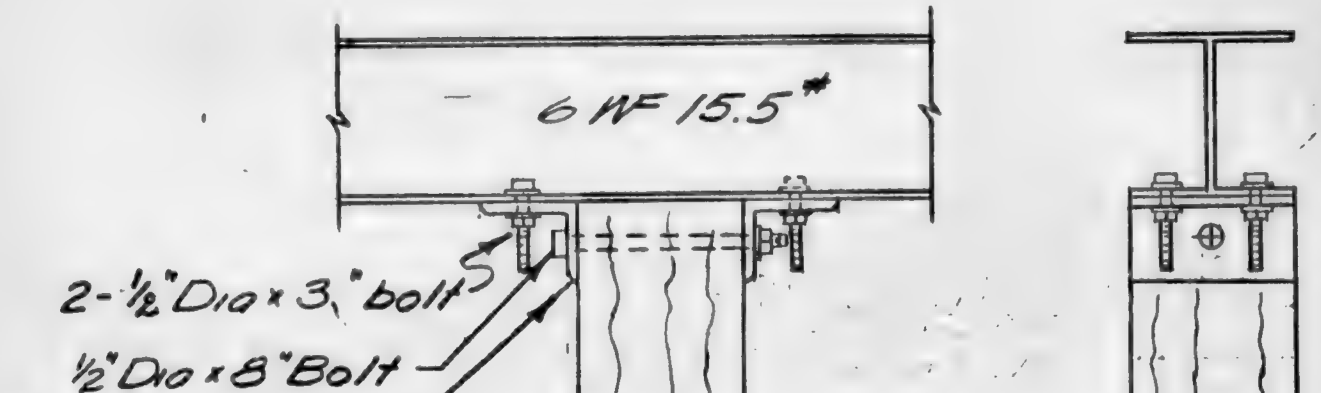
Calc. Book No. Class Loading

ITEMS	UNIT	ESTIMATE			
		Quantity	Rate	Amount	
Shoring, cribbing, etc.	lump sum				
Excavation	cu. yds.				
Excavation below elevation shown	cu. yds.				
.... piling	lin. ft.				
.... piling	No.				
.... piling	lin. ft.				
.... piling	No.				
Class A concrete	cu. yds.				
.... concrete	cu. yds.				
Metal reinforcement	lbs.				
.... Lumber	M. B. M.				
Structural .... Steel	lbs.				
Structural .... Steel	lbs.				
Handrail	lin. ft.				
Riprap	cu. yds.				
Removal of old bridge	lump sum				
Maintenance of traffic	lump sum				
3/8" Dia x 7" bolts	Each	502	0.50	$251	
Subtotal				$251	
Plus 18 per cent for contingencies & Engr.				49	
~~Total construction cost~~					
~~Plus 10 per cent for engineering~~					
Total cost				$300	

State Printing 4718



ALTERNATE "A"
Scale 1½" = 1'-0"



ALTERNATE "B"
Scale 1½" = 1'-0"

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

PORT OF THE DALLES
GRAIN CONVEYOR

APPROVED.

BRIDGE ENGINEER

BRIDGE NO. 9090
DATE 2-19-65 DRAWING NO.

Form E-240 Rev.—5M—6-57

ALTERNATE "B"
PRELIMINARY

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name PORT OF THE DALLES GRAIN CONVEYOR County Wasco Bridge No. 9090

Section and station .... Highway Columbia River Hwy

Estimate made by DOC Date 2-19-65 Checked by .... Date ....

Description Replacing existing rail with a WF steel beam.

Estimate From (Strike out the ones which do not apply) No plans / Sketch / Completed plans; drawing No. ....

Calc. Book No. .... Class .... Loading ....

ITEMS	UNIT	ESTIMATE			
		Quantity	Rate	Amount	
Shoring, cribbing, etc.	lump sum				
Excavation	cu. yds.				
Excavation below elevation shown	cu. yds.				
.... piling	lin. ft.				
.... piling	No.				
.... piling	lin. ft.				
.... piling	No.				
Class A concrete	cu. yds.				
.... concrete	cu. yds.				
Metal reinforcement	lbs.				
.... Lumber	M. B. M.				
Structural WF Beam Steel	lbs.	7,750	0.18	1,395	@26 = 2015.00
Structural Angle Steel	lbs.	206	0.45	93	
Handrail	lin. ft.				
Riprap	cu. yds.				
Removal of old bridge	lump sum				
Maintenance of traffic	lump sum				
1/2" Dia Bolts x 3"	Ea.	84	0.24	20	
1/2" Dia Bolts x 8"	Ea	42	0.50	21	
Removal of Old rail & adjust X-brace	lump sum			100	
Subtotal				$1,629	
Plus ~~10~~ 18 per cent for contingencies & Engr.				271	
~~Total construction cost~~					
~~Plus 10 per cent for engineering~~					
Total cost				$1,900	2500.00

State Printing 4718

RECEIVED
APR 12 1965

FOR FILING

[illegible]

6180

3-1-65

NOTED
R.K. PORTER

Porter

Mr. Cooper:

This is all of correspondence since we denied the claim. I have marked the specific ones you are interested in

DICK & DICK
ATTORNEYS-AT-LAW
5TH & WASHINGTON
TELEPHONE CYPRESS 6-2152
THE DALLES, OREGON

WILLIAM G. DICK
ROGER L. DICK
EDGAR M. DICK

[illegible] 4, [illegible]

AIRMAIL

Mr. J. J. Delaney, Vice President
Ford, Bacon & Davis, Inc.
2 Broadway
New York, New York 10004

Dear Mr. Delaney:

Your letter dated February 26 has [illegible]

We disagree with your statement [illegible] Ford, Bacon & Davis in any manner [illegible] agent for the Port Commission [illegible] contract, and in this [illegible] your attention to Paragraph 13 in which [illegible] assignment which you accepted [illegible] on the basis that you were an independent con[illegible] that Ford, Bacon & Davis [illegible] to be agents of the Port Commission.

The Port Commission [illegible] ever suggesting [illegible] the appointment of Ford, Bacon & Davis or for [illegible] The Port Commission at no time suggested the name of Mr. Davis or anyone else as an appraiser [illegible] Ford, Bacon & Davis directly or the [illegible] Highway Department.

All the services that Mr. [illegible] Davis performed, to the best of my knowledge, were for the benefit of Ford, Bacon & Davis and not for the Highway Department or the Port Commission. The Port Commission [illegible] Ford, Bacon & Davis would provide an opinion concerning the damage to the Port Commission's property as the result of the condemnation proceeding by the Highway Department.

Yours truly,

WGD:mjs
CC-Mr. G. E. [illegible]

COPY

DICK & DICK
ATTORNEYS-AT-LAW
5TH & WASHINGTON
TELEPHONE CYPRESS 6-2152
THE DALLES, OREGON

WILLIAM G. DICK
ROGER L. DICK
EDGAR M. DICK

March 1, [illegible]

Mr. J. J. Delaney, Vice President
Ford, Bacon & Davis, Inc.
2 Broadway
New York, New York, 10004

Re: Port of The Dalles

COPY

Dear Mr. Delaney:

I received a copy of the letter of W. D. Davis dated February 22, 1965, addressed to you. Contrary to what Mr. Davis infers in his letter to you I did not at any time take any part in directing him in any way with reference to the appraisal or make any suggestions to him. In other words I did not interfere in any way because whatever contractual relationship existed was between Ford, Bacon & Davis and W. D. Davis.

W. D. Davis states in his letter to you that he advised me more than three years ago when I interviewed him in Seattle concerning the appraisal job that he pointed out to me at that time a proper appraisal would cost Port of The Dalles more than $10,000.00. I have examined my file concerning this interview and my notes with reference to same and in particular what he told me concerning the estimated cost of appraisal and find that he advised me at that time that he thought the appraisal would cost approximately $20,000.00, of which approximately $5,000.00 would be expended by him in paying for the services of some Chicago firm of the type of Marshall & Stevens to provide him with necessary information concerning such an appraisal. The Port Commission did not hire him, and one of the reasons for not hiring him was the fact that his estimated appraisal cost was far in excess of any other appraisers interviewed when I was in Seattle. A convention of real estate appraisers was then being held in Seattle and I interviewed several of them at that time concerning the Port job.

I am not sending a copy of this letter to Mr. W. D. Davis simply because I have no intention of being drawn into a dispute with him inasmuch as we did not hire him and have no contractual relationship with him whatever.

Yours truly,

WGD:njs
CC-Mr. C. E. Rohde
Mr. Carl E. Smith

FORM E-123X 50M 2-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Ford, Bacon & Davis, Incorporated
Engineers
2 Broadway
New York, New York 10[illegible]

Attention: J. J. Delaney
Vice President

Dear Mr. Delaney:

I have your letter regarding [illegible] your company's bill of $2,100.00 [illegible]. I cannot recommend that the Commission voluntarily make such payment. It is my thought that the contract [illegible] your company was for the furnishing of your services [illegible] to provide an appraisal of the [illegible] of certain properties of [illegible]. [illegible] to be paid for such services under the [illegible]. It was not a [illegible] and I [illegible] to the Commission that it [illegible] in full settlement of the entire [illegible].

Very truly yours,

[illegible]
Chief Counsel

[illegible]

CC - William C. Dick, Esq.
Dick & Dick
The Dalles, Oregon

[illegible] D. [illegible]
Appraisal Associates
Kansas City, Missouri

X

ESTABLISHED 1894

Ford, Bacon & Davis
Incorporated

Engineers

J. J. DELANEY
VICE PRESIDENT

CONSTRUCTION VALUATIONS REPORTS MANAGEMENT

CHICAGO
SAN FRANCISCO

2 BROADWAY
NEW YORK, N.Y. 10004

February 26, 1965

G. E. Rohde, Esq.
Chief Counsel
State of Oregon
State Highway Department
Salem, Oregon 97310

Re: Oregon State Highway Department and Port of The Dalles - Job 42703

Dear Mr. Rohde:

Thank you for your letter dated February 10.

I should appreciate your processing our bill for services to the extent of $2,100. I think it is correct to separate our undisputed bill from that of Mr. Davis, who fully understood that his work was being done for our principals. Our transmittal of his statement to you was merely a courtesy to him and not an express or implied approval of it.

Very truly yours,

FORD, BACON & DAVIS, INC.

JJD:EC

J. J. Delaney
Vice President

cc: William G. Dick, Esq.
Dick & Dick
5th & Washington
The Dalles, Oregon

cc: Mr. W. D. Davis
Appraisal Associates
1016 Baltimore
Kansas City, Missouri 64105

X

Ford, Bacon & Davis, Inc. Engineers
2 BROADWAY, NEW YORK, N. Y. 10004

COPY

February 26, 1965

William G Dick, Esq.
Dick & Dick
5th & Washington
The Dalles, Oregon

Dear Mr. Dick:

I have your letter of February 23.

There should be no controversy about the facts concerning our relationship to the Highway Department, the Port Commission and Mr. Davis since it is amply documented. By agreement of March 24, 1964, between the Department, the Commission and us, we were engaged, among other things, to select, with the concurrence of the Department, "a qualified real estate appraiser to prepare a properly documented real estate appraisal for the real estate taken for the highway, and the damages to the remainder." The Department suggested the names of two appraisers, one of whom was Mr. Davis. As agent for the Department and the Commission, in accordance with the agreement, we employed Mr. Davis. He performed services, both for the Department and the Commission, which were accepted by them. What the reasonable value of these services is, it seems to me, is a matter which concerns Mr. Davis on the one hand and the Department and the Commission on the other.

I trust that you will review the contract and correspondence and reach a conclusion favorable to our position and remit your check, in the sum of $2,100, in payment for our services.

Very truly yours,

FORD, BACON & DAVIS, INC.

J. J. Delaney
Vice President

JJD:EC

cc: G. E. Rohde, Esq. ✓
Chief Counsel
State of Oregon
State Highway Department
Salem, Oregon 97310

cc: Mr. W. D. Davis
Appraisal Associates
1016 Baltimore
Kansas City, Missouri 64105

DICK & DICK
ATTORNEYS-AT-LAW
5TH & WASHINGTON
TELEPHONE CYPRESS 6-2152
THE DALLES, OREGON

WILLIAM G. DICK
ROGER L. DICK
EDGAR M. DICK

February 23, 1965

COPY

AIRMAIL

Ford, Bacon & Davis, Inc.
2 Broadway
New York, New York 10004

Attention: Mr. J. J. Delaney, Vice President

Dear Mr. Delaney:

The Port Commission believes that all the statements made in the second and third paragraphs in your letter of February 8, 1965 are inaccurate and untrue and that they had no knowledge of the activities of W. D. Davis except that they were aware that Ford, Bacon & Davis had employed W. D. Davis to assist them.

The Port Commission does not agree that the controversy concerning the bill of W. D. Davis is with him and not Ford, Bacon & Davis. The only contract entered into by the Port Commission was with Ford, Bacon & Davis for appraisal services, and as stated before the Port Commission is willing to perform its part of that contract.

Ford, Bacon & Davis hired W. D. Davis, and consequently there was and is no privity of contract between the Port Commission and W. D. Davis. The Port Commission in the past has in no way interfered with whatever contractual relationship has existed between Ford, Bacon & Davis and W. D. Davis and does not propose to do so now.

No statement for services rendered has ever been presented by W. D. Davis to the Port Commission nor should he do so, because the Port Commission has never in any manner contracted with him. At no time did the Port Commission have any control over any services rendered by W. D. Davis.

For these reasons, the Port Commission will not negotiate a settlement of this dispute with W. D. Davis.

Yours truly,

WGD:njs
CC-Mr. G. E. Rohde, Chief Counsel
Oregon State Highway Department
Salem, Oregon 97310

APPRAISAL ASSOCIATES
1016 Baltimore
Kansas City,
Missouri 64105

TELEPHONE VICTOR 2-8947
TELEPHONE VICTOR 2-9680

February 22, 1965

RECEIVED
[illegible] 1965

Mr. J. J. Delaney
Vice President
Ford, Bacon & Davis, Inc.
2 Broadway
New York, N.Y. 10004

Re: Port of The Dalles
A.A. #3161
F.B.D. #42703
O.R.D. #30055

Dear Mr. Delaney:

Thank you very much for your kindness in sending me a copy of your letter to Mr. William G. Dick dated February 8, 1965 and a copy of Mr. Dick's letter to you dated January 22, 1965. Please accept my compliments for calling Mr. Dick's attention to the fact that he, and all of those involved, had full knowledge of the cost of the work as it was being done. At no time was any questions ever raised by Mr. Dick, Mr. Smith or your office.

I am sorry to say that Mr. Dick's letter to you dated January 22, 1965 is not at all like him. When I first met Mr. Dick more than three years ago I pointed out to him that to prepare a proper appraisal of the Port of The Dalles would cost more than $35,000.00. Obviously, such an estimate did not anticipate the problem of ascertaining the larger parcel, or any difficulties or delay in obtaining acceptable cost data. I believe our reports will make it possible for the Port Commission to accurately define all of their holdings. While this is certainly not work that would normally have been undertaken by an appraiser we were requested by both Mr. Lindas and Mr. Dick to supply these findings ourselves.

It is possible that Mr. Dick mislaid my letter to you dated November 23, 1964. I am enclosing a Xerox copy of our file copy of that letter.

May I call attention to the paragraph in the letter pointing out that I was having a detailed cost report prepared showing the work done each day and who did the work. We will be pleased to furnish complete copies of these records to Mr. Dick, to Mr. Rohde or to Mr. Carl E. Smith if they desire. If their files are not complete I will be glad to supply them with copies of the letters calling attention to the fact that our costs of making the appraisal were running far beyond our estimate of any previous date.

We will be pleased to supply any information at all that may be requested so that this bill may be paid without further delay.

Yours very truly,

W. D. Davis
M.A.I., S.R.E.A.
A.R.A., A.A.C.I.

WDD:G
cc: Mr. C. E. Rohde, Chief Counsel
Oregon State Highway Department
Salem, Oregon

Mr. Carl E. Smith, Appraisal Supervisor
Oregon State Highway Department
Salem, Oregon

Mr. Wm. G. Dick, Attorney
5th & Washington Streets
The Dalles, Oregon

February 16, 1965

Ford, Bacon & Davis Incorporated
Engineers
2 Broadway
New York 4, New York

Re: Real Estate Appraisal
Agreement 3-17-64
Appraisal Study
Port of The Dalles

Gentlemen:

I have at hand your billings for services in connection with the appraisal of the Port of The Dalles pursuant to proposal dated March 24, 1964 by your firm jointly to the Oregon State Highway Commission and the Port of The Dalles.

Your billing for one-half of the agreed figure of $4,200.00, or $2,100.00, which you have rendered in accordance with the proposal for services of your firm, appears to be in order and the Oregon State Highway Commission is willing to make payment at any time. As for the billing of $26,839.35, being one-half of Mr. W. D. Davis's statement of $53,678.69 for his real estate appraisal of the Port facility, the Oregon State Highway Commission declines to honor this statement in any amount in excess of the one-half amount of the $7,000.00 original commitment by Mr. Davis for this service. If you will revise your billing in that amount it will be promptly paid.

In so doing the Commission is prompted by the complete disparity between the original commitment of $7,000.00 given by Mr. Davis, as specified in the aforementioned proposal, and the final statement of $53,678.69. This increase was made without the specific consent of the Commission or, even, without so much as a single word on the part of your company that the fee for such services was being increased.

The Commission cannot understand how services totalling over $58,000.00 could, in good faith, be expended in arriving at the market value of a taking of some 20 acres of land which in the end is appraised at $68,000.00. Mr. Davis' commitment to do the work for $7,000.00 prior to its [illegible] in this case.

[illegible] statement I [illegible] in Mr. Dick's [illegible] final cost of his [illegible] Mr. Dick in 1951. [illegible] supervising this work, [illegible] mind, gave the [illegible] and [illegible] of judgment in the [illegible] understood how the [illegible] Commission the facts with [illegible] between him and the Port of The Dalles.

The Oregon State Highway Commission [illegible] its one-half of the fee in accordance [illegible] It will not, however, voluntarily pay the [illegible] in your billing of $28,939.34.

Very truly yours,

[illegible]
[illegible]

GSR:hg
CC - Mr. Wm. C. Dick, Attorney,
Port of The Dalles

November 23, 1964

Mr. A. T. Peagan
Vice President
Ford, Bacon & Davis, Inc.
2 Broadway
New York, N.Y. 10004

Re: Port of The Dalles
AA Reg. No. 3161
FBD No. 42703
OHD No. 30555

Dear Mr. Peagan:

Your letter of November 9, 1964 indicates you have not had an opportunity to review the files in connection with the appraisal. In order to save your time I have gone through our files and enclose herewith the following:

AA letter	of	3/31/64	to	Blackburn
AA letter	of	4/8/64	to	Blackburn
AA letter	of	4/8/64	to	Lindas, Smith & Blackburn
Blackburn letter	of	4/16/64	to	AA
Smith letter	if	4/27/64	to	AA, Dick & FBD
AA letter	of	5/13/64	to	Blackburn
AA letter	of	5/16/64	to	Smith, Blackburn & Dick
AA letter	of	5/19/64	to	Smith, Dick & Blackburn
Smith letter	of	5/21/64	to	Lindas, Dick & AA
AA letter	of	6/25/64	to	Smith, Lindas, Blackburn & Dick
AA letter	of	6/16/64	to	Smith, Lindas, Dick & Blackburn
AA letter	of	7/7/64	to	Smith, Lindas, Blackburn & Dick
Smith letter	of	6/26/64	to	Lindas & Dick
Smith letter	of	7/7/64	to	AA, Lindas, Dick & FBD Stevens & Thompson Norlander, Kelley & Dick
Smith letter	of	7/10/64	to	Dick, Lindas & AA
AA letter	of	8/8/64	to	Blackburn, Smith, Lindas & Dick

The letters beginning in March of 1964 are a continuous report to all of the parties concerned so that they could be fully informed concerning the methods used in the making of the appraisal and data required for the appraisal; the inadequacy of the data supplied; and the cost of the making of the appraisal.

I have underlined some of the more important sentences with a red pencil so you may easily read them. Here is a summary of what the letters have reported:

The Inadequacy of the Cost Information:

AA letter	of 3/31/64	to	Blackburn
AA letter	of 4/8/64	to	Blackburn
AA letter	of 4/8/64	to	Lindas, Dick & Blackburn
Blackburn letter	of 4/16/64	to	AA
Smith letter	of 4/27/64	to	AA, Dick & FBD
AA letter	of 5/14/64	to	Smith. Dick & Blackburn
Smith letter	of 5/21/64	to	AA, Lindas & Dick
AA letter	of 6/16/64	to	Smith, Lindas, Dick & Blackburn
Smith letter	of 6/26/64	to	AA, Lindas & Dick
Smith letter	of 7/10.64	to	Dick, Lindas & Davis

Problem of Ascertaining the larger Parcel:

AA letter	of 4/8/64	to	Lindas, Dick & Blackburn
Smith letter	of 4/27/64	to	AA
AA letter	of 5/19/64	to	Smith, Blackburn & Dick
AA letter	of 6/25/64	to	Smith, Lindas, Dick & Blackburn
AA letter	of 7/7/64	to	Smith, Lindas, Blackburn, FBD & Dick
Smith letter	of 7/7/64	to	AA, Lindas, Dick & FBD

Inadequacy of the Market Data Supplied:

AA letter	of 4/8/64	to	Blackburn
AA letter	of 4/8/64	to	Lindas, Dick & Blackburn
Smith letter	of 4/27/64	to	AA, Dick & FBD

The Costs are Running Far Beyond Our Previous Discussion:

AA letter	of 5/13/64	to	Blackburn
AA letter	of 6/16/64	to	Smith, Lindas, Dick & Blackburn
AA letter	of 8/8/64	to	Blackburn, Smith, Dick & Lindas

I feel quite sure that Mr. Lindas, Mr. Smith and Mr. Dick were constantly informed of the thoroughness of the work, the additional duties of securing the necessary data, and the trend of the actual costs. Since these same letters also reached your office, it seems that someone in your office was adequately informed on it.

I am having a detailed cost report prepared so that in case any of the parties wish to review it, it will be available to them.

In the meantime, I very sincerely hope you have completed your report and have forwarded all of our reports, and your's, to Mr. Smith, and Mr. Dick. At the same time I trust you have enclosed our statement of the charges, because we will much appreciate having this account paid in this year's business.

If any further information is desired we will be pleased to supply it.

Yours very truly,

W. D. Davis
M.A.I., S.R.E.A.
A.R.A., A.A.C.I.

WDD:G
cc: Mr. Carl E. Smith
Mr. Wm. G. Dick

RECEIVED

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6180

DATE: February 26, 1965

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
L. R. Backlund
Administrative Manager

SUBJECT: Accounting Procedures for Excess Takings and Trade of Property Right of Way

Paragraphs 6c, 6d of PPM 21-4.1 provides the criteria for Federal participation for the value of excess or State owned land used in trade of property for right of way on Federal aid projects. IM 21-1-65, dated February 8, 1965 provides an alternate procedure to paragraph 6c that may be used at the State's request on excess takings.

Current billing/concurrent audit procedures provide that billings for Federal aid are related to the official accounting records maintained by the Accounting Department. A review of procedures relating to trade of property results in our presenting the following for your consideration and subsequent joint resolution since it may effect the validity of the State's claim.

1. Present procedures do not provide for charging the cost prefix relating to the Federal aid project with the value of property traded. To illustrate, we are attaching copies of the Right of Way claim for I-80N-3(21)81 - The Dalles Section and I-80N-3(24)102 - Biggs Rufus Section for the month of January 1965. To assure Federal participation under current billing for such trades, a procedure of recording such transactions in the cost and general ledger records is needed.

2. Present procedures provide for charging excess right of way to project costs, rather than recording it as an asset acquired. Although properly segregated as to participating and non-participating, it tends to distort total project costs and the identity of the asset may be lost. In order to establish accounting control over the assets, consideration of establishing an "Excess Right of Way land" account in the general ledger is recommended. The contra account may be "Reserve for excess Right of Way land".

A meeting of operating personnel of the State and Bureau is recommended in the near future to consider this matter.

Attachments

Copy sent to Wright & Maison
3-1-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Copy To Young 3-10-65

Prefix	Amount
633-250-l	4,200.00

STATEMENT OF RIGHT OF WAY COSTS
STATE OF OREGON

Progress Vo. No. 16

Sheet No. 12 of 26

Federal-Aid Project No. I-80N-3(21) 81 Month January 1965

Name of Project The Dalles section

BPR Authorization Date 11-10-60 Project Agreement Amount 364,000-

Total Costs

Total This Month	912.70 cr	
Balance Forward	308,030.86	
Total Cost		307,118.16

Participating Costs

1. Incidentals	6.30	
2. Real Property and Damages	–	
3. Net Credits	–	
Net This Month	6.30	
Balance Forward	317,703.91	
Total Participating Costs		317,710.21 *
Federal-Aid Prorata	92.32 %	
Prorata Amount		293,310.00
Amount Previously Claimed		289,110.00
Less Adjustments	–	
Net Amount Claimed		4,200.00

Nonparticipating Costs

N.P. (This Month) 919.00 cr

N.P. (Bal. Forward) 9,673.05 cr

N.P. (Total) 10,592.05 cr

* includes 41,301.00 participating value for loss of The Dalles maintenance site, which is a cost not included on prefix 633-250-l incurred prior to June 30, 1963.

FORM E-123X 90M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAR 10 1965
FOR FILING

February 26, 1965

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

Re: Maintenance of Mill Creek Tunnel
The Dalles Section
Columbia River Highway - Wasco County
YOUR FILE: D - 372 - 1 - 6

ATTENTION: Mr. W. G. Johnson

Gentlemen:

This is in reply to your letter of February 18, 1965, in which you request the State's participation in the following maintenance work on the Mill Creek Tunnel:

1. Removal of debris from the tunnel.

2. Construction of access road from Bargeway Road to the outlet of the tunnel.

3. Installation of a grate on the south side of the old Columbia River Highway at the inlet end of the tunnel extension.

The State has no objection to participating in the proposed work as provided in the agreement dated November 1, 1962. However, we must have an estimate of the total cost of this work so that we may determine the State's financial obligation in this matter. There are 221 feet of tunnel passing under the property to be conveyed by the railroad to the State by that agreement and, therefore, the State will accept 221/852.24ths, or 25.9% of the total cost of this proposed work.

By agreement between The Dalles city and the State dated September 20, 1962 the maintenance and jurisdiction of Bargeway Road was given to the city. Therefore, you should obtain permission from the city to build the access road. Since it may be necessary to cross city-owned property in order to gain access to construct the proposed grate at the inlet of this structure, the city's permission should be obtained for this also.

For your information and use we are attaching the drawings for trash racks we constructed on inlets to conduits carrying irrigation water on the Airport Road-Irrigon Junction and Deschutes River-Redmond Sections. It will be necessary to use a much heavier type of construction for the grate you propose, since the type of material being screened out is much heavier than anticipated in these irrigation facilities. Prior to constructing the proposed grate we should like to have the opportunity to review your design.

Upon receipt of your estimate of cost for this work and the design for the trash rack we will take prompt action to obtain the authority for the State's participation in this work.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
encs.

cc: Tom Edwards
L. P. Shaw
E. S. Hunter
J. F. Putnam
R. P. Hamilton

RECEIVED
[illegible] 1 [illegible]
[illegible]

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

FEBRUARY 18, 1965

(File Ref. D 372 - 1 - 6)

CONSTRUCTION DIVISION
FEB 23 1965

F. SHAW

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

As you may recall, agreement dated November 1, 1962, as supplemented, covering The Dalles Bypass Section of the Columbia River Highway, provides for participation by the State of Oregon in expense incurred by the Railroads in maintenance of the Mill Creek Tunnel.

The recent heavy storm runoff has deposited considerable number of logs and other debris in the tunnel, which very nearly plug it. The possibility of further large runoffs due to the heavy snow pack in the water shed and subsequent flooding, makes it imperative that this debris be removed very soon.

To aid in the removal, it is proposed to construct a service road off the Bargeway Road Extension, somewhat as illustrated on the attached copy of Railroad Division print dated February 16, 1965. This road will not only assist in removal of the debris at this time but in future maintenance.

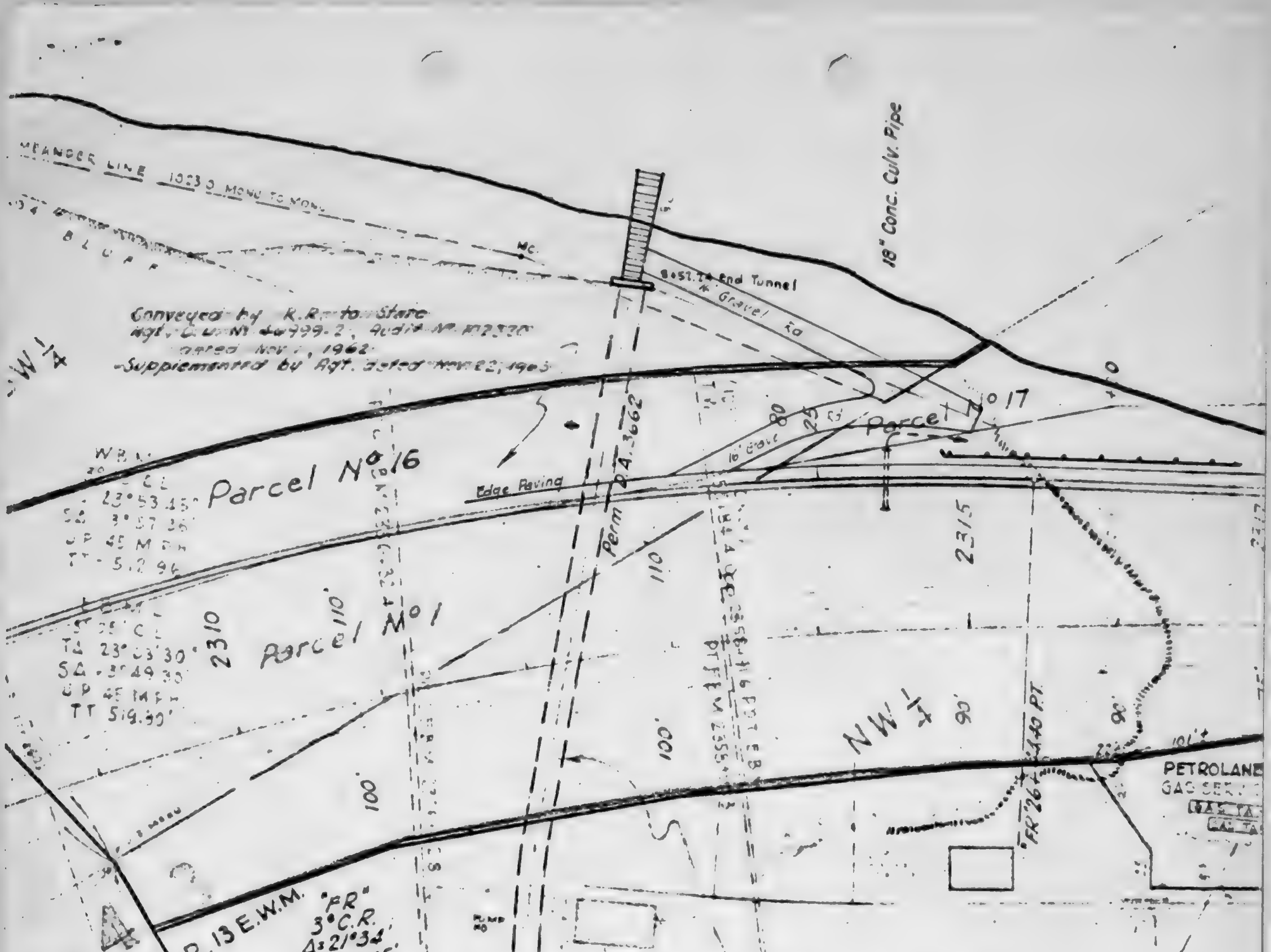
As you will note, a portion of the road as indicated by blue tint will be on property to be conveyed by the Railroads to the State, and the remainder on Railroad property indicated by pink tint.

Will you please advise if the State has any objections to the Railroads proceeding immediately with construction of the road and accepting billing for the State's proportionate share of construction and maintenance cost? Would like to commence building the road in the next few days and, therefore, your early reply will be appreciated.

As a further step to alleviate tunnel maintenance problems, we want to install a grate on the south portal of the Highway's extension to the tunnel, to keep large debris from entering. Will you kindly advise if the State will be agreeable to the installation, and willing to participate in its expense?

Yours very truly,

W. G. Johnson


MEANDER LINE 1023.0 MONU TO MONU
BLUFF
MC.
18" Conc. Culv. Pipe
8+57.74 End Tunnel
Gravel Rd
Conveyed by R.R. to State
Agt. C.U. No. 44999-2, Audit No. 102330
dated Nov. , 1962
-Supplemented by Agt. dated Nov. 22, 1965
NW 1/4
Parcel No 16
Parcel 17
Perm DA 3662
16' Gravel
Edge Paving
2310
2315
Parcel No 1
TΔ 23°53'30"
SΔ 3°49.30
TT 519.30'
110'
100'
90'
NW 1/4
PT E.M. 2355+
"FR" 26+40 PT.
PETROLANE GAS SERV
"FR" 3° C.R. Δ=21°34' T=363.75'
T.1 N. R.13 E.W.M.
"FR" 19+25.91 PC.
THE TEXAS OIL CO.
MILL CREEK TUNNEL (STATE TO SHARE IN COST OF MAINTENANCE UNDER AGREEMENT CONVEYING PROPERTY FOR NEW HIGHWAY)
"L" Line 3°00' C.R. TΔ 24°13'30" T 712.77
2357+75.0
MILL CREEK TUNNEL
8°00' C. +61.78 P.C.
18.3
50'
30'
0+00 OF TUNNEL 49.5 Rt. EBM.

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

February 5, 1965

08-35-EC

[illegible]
T. [illegible]
Eng. [illegible]

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-3(27)81, The Dalles Section
City of The Dalles, Utility Permit No. 10010

To document an understanding between this office and your Utility Engineer's office, the 15-inch conduits installed on the subject project for the City of The Dalles for future water lines at stations 2394+00 and 2420+00 will be nonparticipating. This is in accordance with our normal policy on utilities.

Original To Young
Copy Litchfield
2-15-65

NOTED
LLOYD P. SHAW

RECEIVED
FEB 2 - 1965

FOR FILING

6186

FORM E-30 5OM 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1965

SUBJECT:

To: MEMO TO FILE

On this date, the Chairman of the Highway Commission, Mr. Glenn L. Jackson, informed me that we were to proceed immediately with condemnation proceedings and trial of the case, State of Oregon vs. Port of The Dalles.

Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe
George Rohde

RECEIVED
DEC 30 1964

SP*6230-734

FOR FILING
I-80N-3(27)81

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1964

SUBJECT: Wasco County Ferry Slip
The Dalles Section
Columbia River Highway

To:

Mr. J. P. Putnam
Assistant Division Engineer
State Highway Department
Bend, Oregon

Reference is made to a letter written by Mr. R. P. Hamilton, District Maintenance Superintendent in The Dalles, regarding subject ferry slip question.

It is recommended that you submit to this office a report concerning the meeting held with County representatives and Tudor representatives to be held in the latter part of January. You should also submit recommendations as to what should be done to satisfy this problem.

F. D. Morgan
Construction Engineer

FDM:fp
cc L. P. Shaw

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles 97058
December 15, 1964

SUBJECT: Wasco County Ferry Slip
The Dalles Section
Columbia River Highway

To:

MEMO TO THE FILES

Ferry Slip Reloc.

On this date, Resident Engineer Vernon Shull and the undersigned met with Wasco County Judge James Hunt and County Engineer "Cotton" Light to further discuss the subject matter.

The Judge confirmed that the county's need to maintain emergency ferry slips is a requirement of Tudor Engineering Company in connection with the sale of bonds financing The Dalles Bridge.

The county had earlier requested revisions to the relocated ferry slip which, would include placing several thousand yards of material on the up-stream dike to bring its elevation above high water and, to extend the dike further into the river. Further, we were requested to construct nine (9) single piles, terminating with a three (3) pile dolphin along a line adjacent to and on the down-stream side of that same dike.

At todays meeting, the county was informed that we considered their requirements to represent considerable more than a "like and kind" replacement of their former ferry slip and presented photos taken in 1959 of same, which indicated a few piles in a poor state of repair on the down-stream side of the old slip. The county stated that those piles were not a part of the landing and instead, the ferry had docked against the westerly end of the old Port Commission dock, located just a few feet up-stream from the slip, and from there maneuvered to the landing. We could not dispute this.

We also produced photos of the county's present landing on the Washington side, showing the complete absence of piling or dikes; there being merely a ramp down the rock bluff to the waters edge. Considering this, we questioned the need of such complete facilities on the Oregon side.

The County Engineer claims to have operated the ferry in years past and stated that the main current does not come in contact with the Washington side landing and that docking is relatively easy without the aids required on the Oregon shore. This was also confirmed by sources other than the county.

CONSTRUCTION DIVISION
RECEIVED
DEC 18 1964

NOTED
LLOYD P. SHAW

It would appear that we have a definite obligation in this matter and whether it will consist of such facilities, as indicated by the county, is yet to be determined.

Considering that any revisions will ultimately have to satisfy Tudor Engineering Company, we requested that a representative of that firm be brought into the picture. While we were in his office, the Judge contacted Tudor and made tentative arrangements for their representative to be here sometime towards the end of January.

ORIGINAL SIGNED BY R. P. HAMILTON

R. P. HAMILTON
District Maintenance Superintendent

RPH:ak

cc: E. S. Hunter
F. D. Morgan ✓
J. F. Putnam
V. E. Shull
G. D. Anderson

RECEIVED
AUG 2 0 1965

FOR FILING
I-80N-3(27)81

6180

. :NT

2

tate Highway Engineer

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: November 5, 1964

In reply refer to: 08-35.4-DA

FROM : ~~A. W. Parsons~~, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-3(39)81
The Dalles-Fifteenmile Creek Section, Columbia River Highway
Request for release of access control, West The Dalles Interchange

We have received and considered your submission of October 29 in which you request shortening of the access control restrictions opposite the eastbound ramp terminals, subject interchange.

We agree that the existing approach was improperly and inadvertently placed in violation of the access control restrictions, which extend 125 feet each way from the ramp terminal.

Access control to protect the ramp terminals as practiced in this instance has become a policy with both your Department and ourselves, with some recent efforts having been made to acquire it even after completion of construction. Our January 10, 1964 authorization to proceed with acquisition of such access control for the Talbot Road interchange in the Illahee-Albany Section is a comparable example.

Under the above circumstances diminishment of your right to control access cannot be considered as being appropriate. Therefore this office does not agree to the relinquishment of access control as indicated on the sheet attached to Mr. Shaw's letter.

NOTED
LLOYD P. SHAW

RECEIVED
NOV 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 29 1964
FOR FILING

October 29, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: West The Dalles Interchange
Columbia River Highway
Wasco County

Dear Sir:

Attached are three copies of a portion of the map of the construction plans on the subject section.

Noted thereon is an existing approach which was improperly located within our access control area and is to be removed. In its place, we request that an approach be permitted, as shown shaded, which will require the access control line to be shortened 50 feet. The requested access will lead to county-owned property.

Your early consideration will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

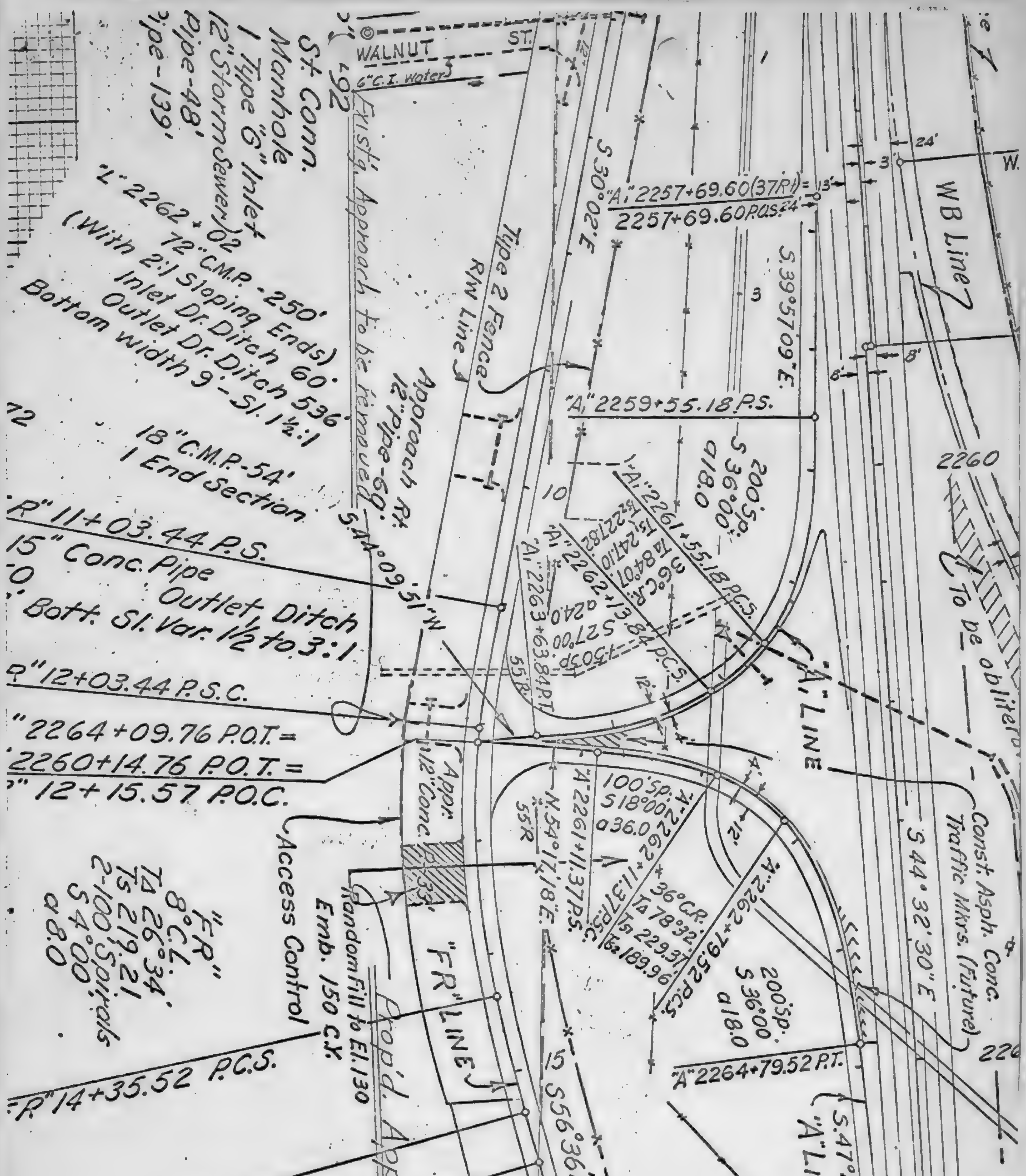
By

Lloyd P. Shaw
Assistant State Highway Engineer

Attachments

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

DNS:jp: ajw


St. Conn.
Manhole
1 Type "6" Inlet
12" Storm Sewer
Pipe-48'
Pipe-139'
"L" 2262+02
72" C.M.P. -250'
(With 2:1 Sloping Ends)
Inlet Dr. Ditch 60'
Outlet Dr. Ditch 536'
Bottom width 9'- Sl. 1½:1
72
18" C.M.P.-54'
1 End Section
"R" 11+03.44 P.S.
15" Conc. Pipe
Outlet Ditch
0', Bott. Sl. Var. 1½ to 3:1
"R" 12+03.44 P.S.C.
"2264+09.76 P.O.T.=
"2260+14.76 P.O.T.=
" 12+15.57 P.O.C.
WALNUT ST.
6" C.I. Water
92
Exist'g. Approach to be removed
Approach Rt.
12" Pipe-69'
S.44°09'51"W
R/W Line
Type 2 Fence
S.30°02'E
"A" 2257+69.60 (37 Rt) =
2257+69.60 P.O.S.
13'
24'
3'
24'
W.
S.39°57'09"E
3
WB Line
8'
8'
"A" 2259+55.18 P.S.
200' Sp.
S 36°00'
a 18.0
"A" 2261+55.18 P.C.S.
36° C.R.
IΔ 84°07'
Ts 247.10
Es 227.82
"A" 2262+13.84 P.C.S.
150' Sp.
S 27°00'
a 24.0
"A" 2263+63.84 P.T.
55' R
10
2260
To be obliterated
"A" LINE
12'
Appr.
12" Conc.
33'
"A" 2261+11.37 P.S.
100' Sp.
S 18°00'
a 36.0
"A" 2262+11.37 P.S.C.
36° C.R.
IΔ 78°32'
Ts 229.37
Es 189.96
"A" 2262+79.52 P.C.S.
200' Sp.
S 36°00'
a 18.0
N.54°17'18"E.
55'R
Const. Asph. Conc.
Traffic Mkrs. (Future)
S 44°32'30"E
226
"A" 2264+79.52 P.T.
S.47°10'42"E.
"A" LINE
2' Bott.
"FR"
8° C.L.
IΔ 26°34'
Ts 219.21
2-100' Spirals
S 4°00'
a 8.0
Access Control
Random Fill to El. 130
Emb. 150 C.Y.
"FR" LINE
Prop'd. Approach
15
S 56°36'E
"FR" 14+35.52 P.C.S.
"FR" 15+35.52 P.T.
"FR" 15+78.84 P.S.

RECEIVED
SEP 28 1964

FOR FILING

GUNTHER F. KRAUSE
DENNIS LINDSAY
R. W. NAHSTOLL
DONALD G. KRAUSE
LEON GABINET
WM. H. POOLE
GARRY P. McMURRY
CARL R. NEIL
JERARD S. WEIGLER
FREDRIC R. MERRILL

KRAUSE, LINDSAY & NAHSTOLL
ATTORNEYS AT LAW
NINTH FLOOR, LOYALTY BUILDING
PORTLAND 4, OREGON
CAPITOL 6-1191

September 18, 1964

Secretary of State
State Capitol
Salem, Oregon

Re: Your No. 4089
Roy L. Houck Sons' Corporation
Contract No. 6180
The Dalles Section

Dear Sir:

Please be advised that General Construction Company's claim against Roy L. Houck Sons' Corporation for labor and materials furnished under a subcontract on the above project has been compromised and settled; and the claim is therefore hereby withdrawn.

Yours very truly,

GENERAL CONSTRUCTION COMPANY

By
Dennis Lindsay
Its Attorney

DL:cv

cc: Mr. Vernon L. Burda
Attorney at Law
106 E. Fourth Street
The Dalles, Oregon

Roy L. Houck Sons' Corporation
1158 Chemeketa St.
Salem, Oregon

General Insurance Company of America
209 S. W. 4th Avenue
Portland, Oregon

General Construction Company
Post Office Box 2768
Portland, Oregon

files
dc

NOTED ON CARD
dc

RECEIVED
SEP 23 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
SEP 9 - 1964
FOR FILING

I

6188

September 8, 1964

Mr. C. Dean Smith
City Manager
City Hall
The Dalles, Oregon

Dear Mr. Smith:

This will acknowledge receipt of your August 31 letter relative to the frontage road which was constructed to serve the Port of The Dalles.

It appears that this is a type of matter which might be difficult to settle by correspondence and we have asked Mr. Dean Swift, Division Engineer, to call on you in the next few days to go over it with you. If after that time you have any further questions, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe
Mr. Dean Swift (with copy of Mr. Smith's letter)

RECEIV
SEP 16 1964

FORM E-30 50M 12-63 54676
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
September 11, 1964

Edwards
your information

SUBJECT: Port of The Dalles
Frontage Road

To:

Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Bob Hamilton, Vern Shull and I met with Dean Smith, City Manager of The Dalles and his engineer Vern Tenneson and went over all the defects Mr. Smith had found in the Port Dock road. All these defects were very minor and were caused by subsidence.

The crack in the pavement mentioned by Mr. Smith was about one-half inch wide, and I could see no lateral movement in the guard rail. The grade had sunk about four inches where it met the bridge at the Port Dock, instead of the foot mentioned in Mr. Smith's letter.

Mr. Smith was concerned over the texture of the surface. I pointed out it was our regular 0-11 oiling, which had been used on the main line of the bypass, the recently completed Tygh Grade, the road to our own office at The Dalles and many other places. I think Mr. Smith was thinking primarily of an AC pavement. I also told him we would do any exceptional maintenance on this road for a period of one year.

Dean Swift

DEAN SWIFT
Division Engineer

NOTED
TOM EDWARDS

DS:me
cc: R. P. Hamilton

Copy
Hamilton
9-15-64

RECEIVED
SEP 14 1964
OREGON
STATE HIGHWAY COMMISSION

OFFICE OF: THE CITY MANAGER CITY HALL THE DALLES, OREGON

August 31, 1964

Forest Cooper
State Highway Engineer
Oregon State Highway Building
Salem, Oregon

Dear Mr. Cooper:

Porter - See me

This letter is written to acquaint you with a severe problem regarding the Frontage Road that provides access to the Port of The Dalles here in our city.

The Frontage Road to the Port was constructed as an adjunct to the highway by-pass at The Dalles. Briefly, the subgrade has suffered considerable settlement as indicated in a longitudinal crack on the road surface, the rock riprap on the river side has fallen away exposing the fill material to the Columbia River, the roadway has sunken over a foot where it joins the Port Dock and the road surface has alligatored to the point that the surface is very uneven and shows considerable deterioration. (Please note attached photos)

These problems were brought to the attention of the local office of the Highway Department by Mr. Kimsey, Manager of the Port. The Highway Department in turn contacted me pointing out it was the city's responsibility to maintain this Frontage Road as a result of the agreement supplementing the freeway agreement signed by the State Highway Commission and Dalles City.

The city has continuously resisted the state's position that Dalles City should take over maintenance of this road. We feel that it, like the other Frontage Roads, is the responsibility of the State Highway Department. However, more to the point, this section was inspected by the State Resident Engineer, Vernon Shull, the City Engineer and myself some months ago. At that time we informed Mr. Shull that there were several features we considered incomplete insofar as the completion of the state's construction. Furthermore, again we stated that the city should not have to assume jurisdiction of this road and we did not do so. Now we would like to point out that the State Highway Department obviously did not effectively complete construction of this road as proven by the deterioration taking place so quickly.

At this time we would like to point out the impending dangerous condition of this roadbed plus the extremely unsightly condition of a State Highway Department contruction project. Dalles City will certainly not consider assuming any responsibilities for this roadway prior to the state fulfilling their part of the supplemental agreement signed by the State Highway Commission on September 20, 1962.

Very truly yours,

C Dean Smith

C. Dean Smith
City Manager

CDS/mlw

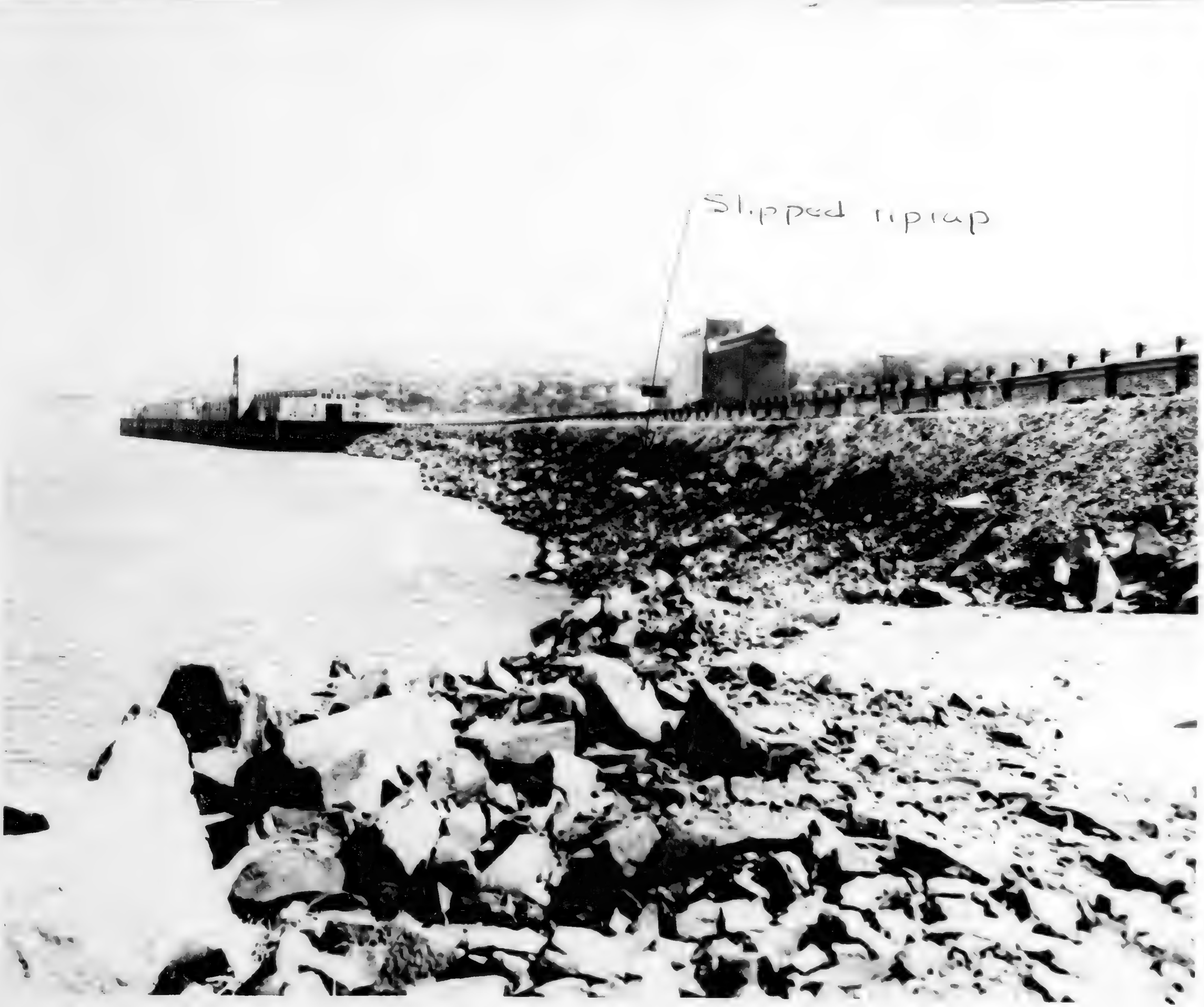
cc Dolph Kimsey, Manager
Port of The Dalles
The Dalles, Oregon

Vernon Shull, Resident Engineer
Oregon State Highway Department

Charles Phipps, City Attorney
Dalles City
The Dalles, Oregon

RECEIVED
SEP 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP - 1 1964
OREGON
STATE HIGHWAY COMMISSION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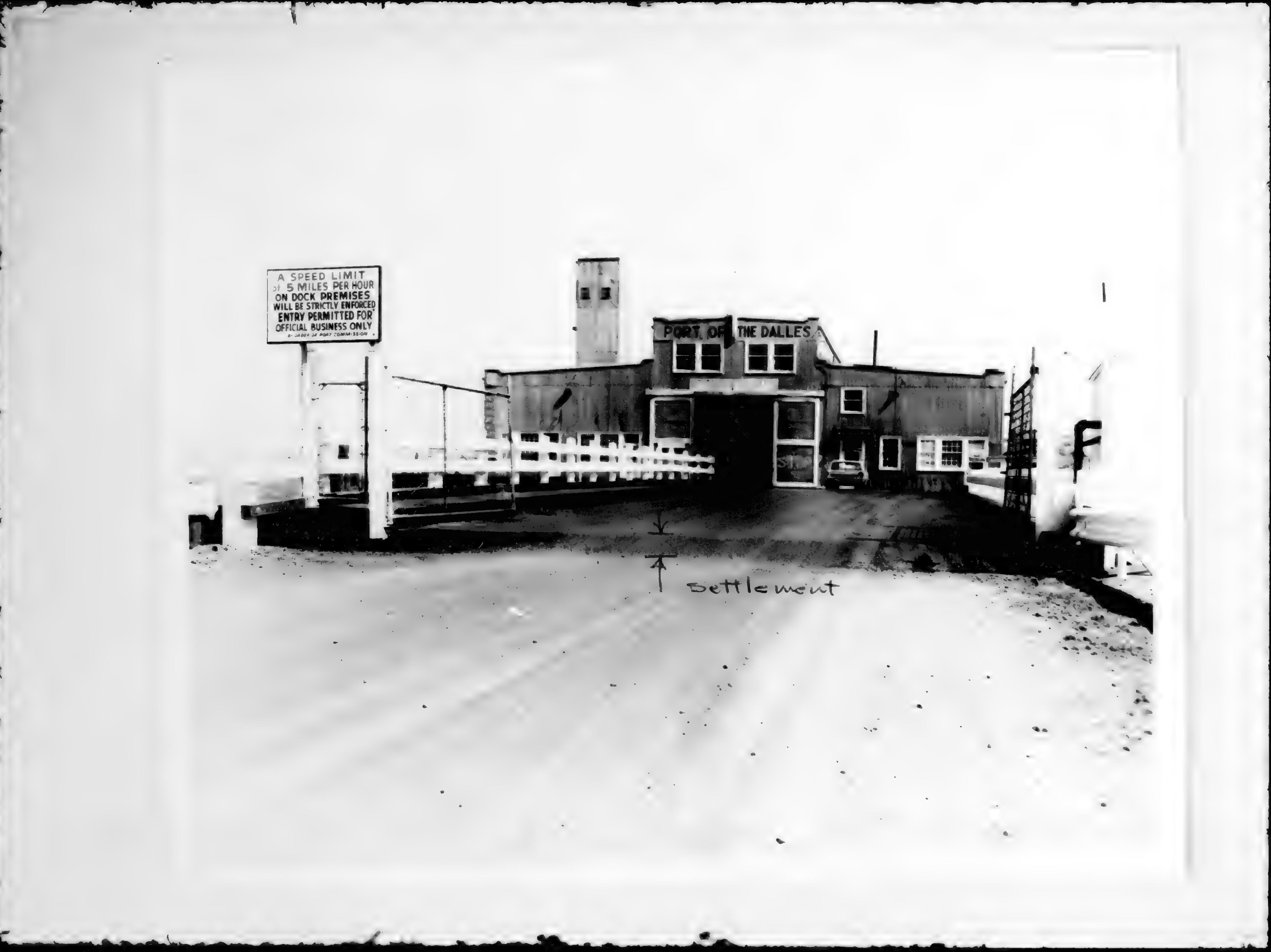
A SPEED LIMIT
of 5 MILES PER HOUR
ON DOCK PREMISES
WILL BE STRICTLY ENFORCED
ENTRY PERMITTED FOR
OFFICIAL BUSINESS ONLY
BY ORDER OF PORT COMMISSION
PORT OF THE DALLES
Settlement

Crack

RECEIVED
SEP 4 - 1964

FOR FILING

[illegible]

[illegible]

Salem, Oregon
September 3, 1964

C. H. Maison
Controller

BUILDING

Contract Overpayment
The Dalles Section
Columbia River Highway
Contract No. 6180

Attached is a contract payment voucher for a $315.00 overpayment on the above-mentioned project to Roy L. Houck Sons' Corporation.

A Bureau of Public Roads' audit of the field data disclosed the error as follows:

Contract Item No.	Unit Price C.Y.	Final Payment Quantities	Audited Quantities	Amount of Overpayment
123	$ 2.00	324.4	294.4	$ 60.00 Cr.
124	8.50	324.4	294.4	255.00 Cr.
			Total	$315.00 Cr.

The sum of $18,000 is currently being withheld on this contract pending receipt of final railroad bills chargeable to the contractor.

L. H. Young
Office Engineer

VG:mb
Att.
cc: D. B. Parkes

RECEIVED
AUG 31 1964

FOR FILING

Surety 2

[illegible] note on card
C.H.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 13, 1964

Krause, Lindsay & Nahstoll
Attorneys at Law
Ninth Floor, Loyalty Building
Portland 4, Oregon

Attention: Mr. Dennis Lindsay

Gentlemen:

This will acknowledge receipt of your claim letter of August 11 and attached invoice on behalf of General Construction Company, subcontractor, stating that Roy L. Houck Sons' Corporation, prime contractor, owes them for work performed in the amount of $20,003.73.

You state this is in reference to the Roy L. Houck Sons' Corporation, Contract No. 6180, for grading and structures on The Dalles Section of the Columbia River Highway in Wasco County. This contract was completed December 18, 1963, and was accepted by the Highway Commission on May 13, 1964.

The General Insurance Company of America through Huggins Insurance Agency, 373 Church St., N. E., Salem, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

It is a policy in this department to not make payments directly to claimants because many claims are disputed and we do not wish to be in the position of judge and jury.

We are forwarding your claim letter to the Secretary of State for filing to assure full protection for your client under the performance bond and will advise the surety and principal contractor of the receipt of the claim.

When the claim has been paid, please let us know so that we can clear our records.

File #4087

RECEIVED
AUG 14 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

FILED
AUG 14 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jr
cc: General Insurance Company of America
209 S. W. 4th Avenue
Portland 4, Oregon

Roy L. Houck Sons' Corporation
1158 Chemeketa St.
Salem, Oregon

Mr. Jackson
Mr. Simpson

Hon. Howell Appling, Jr.
Secretary of State
121 Capitol Building
Salem, Oregon ✓

NOTED ON CARD
dc

(P. S. Please acknowledge receipt of claim on the enclosed copy of this letter.)

NOTED
C. W. HEAD

GUNTHER F. KRAUSE
DENNIS LINDSAY
R. W. NAHSTOLL
DONALD C. KRAUSE
LEON GABINET
WM. H. POOLE
GARRY P. McMURRY
CARL R. NEIL
JERARD S. WEIGLER
FREDRIC R. MERRILL

KRAUSE, LINDSAY & NAHSTOLL
ATTORNEYS AT LAW
NINTH FLOOR, LOYALTY BUILDING
PORTLAND 4, OREGON
CApitol 8-1191

August 11, 1964

Oregon State Highway Department
Salem, Oregon 97310

Re: Roy L. Houck Sons' Corporation
Contract No. 3180
The Dalles Section

Gentlemen:

We represent General Construction Company who performed work as a subcontractor under Roy L. Houck Sons' Corporation's prime contract with the Oregon State Highway Commission.

There is a balance due General Construction Company in the amount of $20,603.73 from Roy L. Houck Sons' Corporation as per the enclosed invoice dated August 7, 1964.

Pursuant to the provisions of ORS 279.314 we hereby request payment of this claim by the Oregon State Highway Commission with the amount of the payment to General Construction Company to be charged against the funds due or to become due Roy L. Houck Sons' Corporation.

Very truly yours,

Dennis Lindsay

DL:cp
Enc.

cc: Roy L. Houck Sons' Corporation

RECEIVED
AUG 1[illegible]
OREGON
[illegible] HIGHWAY COMMISSION

FORM 104A [illegible]

INVOICE

GENERAL CONSTRUCTION COMPANY
GENERAL CONTRACTORS
4850 N. W. FRONT AVENUE
P. O. BOX 2768
PORTLAND, OREGON 97208

Portland, Oregon, August 7, 1964

TO

Roy L. Houck Sons' Corporation
1158 Chemeketa St., N.E.
Salem, Oregon

TERMS NET

Invoice No.

STATEMENT

The Dalles Dredging - Contract #6180

Bid Item No. 3 (Partial) Embankment		
Stations 2316+20 to 2345+40 (Port Dock Area)	307,360 CuYds @ $0.48	$147,532.80
Stations 2345+40 to 2372+22 (Brewery Grade Interchange)	216,361 CuYds @ $0.43	93,035.23
Bid Item No. 7 (Partial) Boat-Basin Excavation	60,924 CuYds @ $0.50	30,462.00
Total		$271,030.03
Less Previous Payments		251,026.30
Balance Due		$20,003.73

File #4089

FILED
AUG 17 [illegible]
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
[illegible] 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

Exhibit "A"

FORM 104A 10-63 5M

INVOICE

GENERAL CONSTRUCTION COMPANY
GENERAL CONTRACTORS
4850 N. W. FRONT AVENUE
P. O. BOX 2768
PORTLAND, OREGON 97208

Portland, Oregon, August 7, 1964

TO

Roy L. Houck Sons' Corporation
1158 Chemeketa St., N.E.
Salem, Oregon

TERMS NET

Invoice No. ____________

STATEMENT

The Dalles Dredging - Contract #6180

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Bid Item No. 7 (Partial) Boat-Basin Excavation	60,924 CuYds @ $0.50	30,462.00
Total		$271,030.03
Less Previous Payments		251,026.30
Balance Due		$20,003.73

File #4089

FILED
AUG 17 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
[illegible] 7 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

Exhibit "A"

RECEIVED
AUG 1 4 1964
FOR FILING

W. G. JOHNSON
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

REFERRED TO
Mason
BY DEPUTY STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2325 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

AUGUST 12, 1964

(File Ref. D 315 - 2 - 93)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

Herewith Railroad's bill No. 75693 dated July 29, 1964 in amount of $16,630.69 covering second progressive billing for period August, 1961 through December, 1963 for labor and material required in connection with highway construction on Big Eddy Section of Highway 30 near The Dalles, Oregon.

Will appreciate if you will arrange to place this bill in line for payment.

Yours very truly,

W. G. Johnson

enc. in quad.

RECEIVED
AUG 1 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 3 1964
OREGON
STATE HIGHWAY COMMISSION

Orig to Mason
with att
8-13

RECEIVED
JUL 27 1964
FOR FILING
6110

FORM E-10 12-66 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
July 22, 1964

SUBJECT: Clipping from The Dalles Chronicle re Interchange design.

To:

Mr. Tom Edwards
Assistant State Highway Engr.
State Highway Department
Salem, Oregon

I am enclosing a clipping from The Dalles Chronicle which relates to the new design of an interchange where The Dalles-California meets the Mosier-The Dalles Secondary near the Interstate bridge at The Dalles.

Dean Swift
DEAN SWIFT
Division Engineer

DS:me
Encl.

Cooper for info

NOTED
FORREST COOPER

NOTED
T. EDWARDS

RECEIVED
JUL 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 23 1964
OREGON
STATE HIGHWAY COMMISSION

New Interchange Design Draws Critical Comments

Since the new interchange on US 197 connecting this main north-south highway with The Dalles by a frontage road was opened a few days ago Oregon Highway Department officials admitted they have heard quite a bit about it from motorists who say they are confused.

And Wasco County Judge James Hunt said he'd had a few beefs, too, but as yet had entered no protest with the highway department. "I've found the department will listen to any reasonable complaint or recommendation," he said, "and with the recent opening of the new Freeway By-Pass these fellows have had their hands full. But I've been doing some thinking and expect to have comments later."

Highway Department officials here indicated the interchange was one of the judge's projects, but Hunt was quick to say he might get chedit for urging the department "to do something about this interchange, but I didn't design it. What's more, I don't like an interchange that requires some traffic to stop twice to get through."

Judge Hunt added this was necessary with traffic coming onto 197 from The Dalles headed northbound either for the Freeway or the Wasco County toll bridge. Single stops, he said, are required for southbound cars leaving 197, to go onto the Frontage road to The Dalles, and also southbound through traffic on the federal road.

Only vehicles that can move unimpeded are those that enter 197 from the Frontage road south bound and those north bound on 197 coming to The Dalles, together with northbound through traffic on the north-south highway.

Since all traffic over the new interchange moves by following lines and arrows painted on the huge new slab, rather than the usual concrete lanes, some motorists have complained they are confused by all this "and what would happen if a light snow fell?"

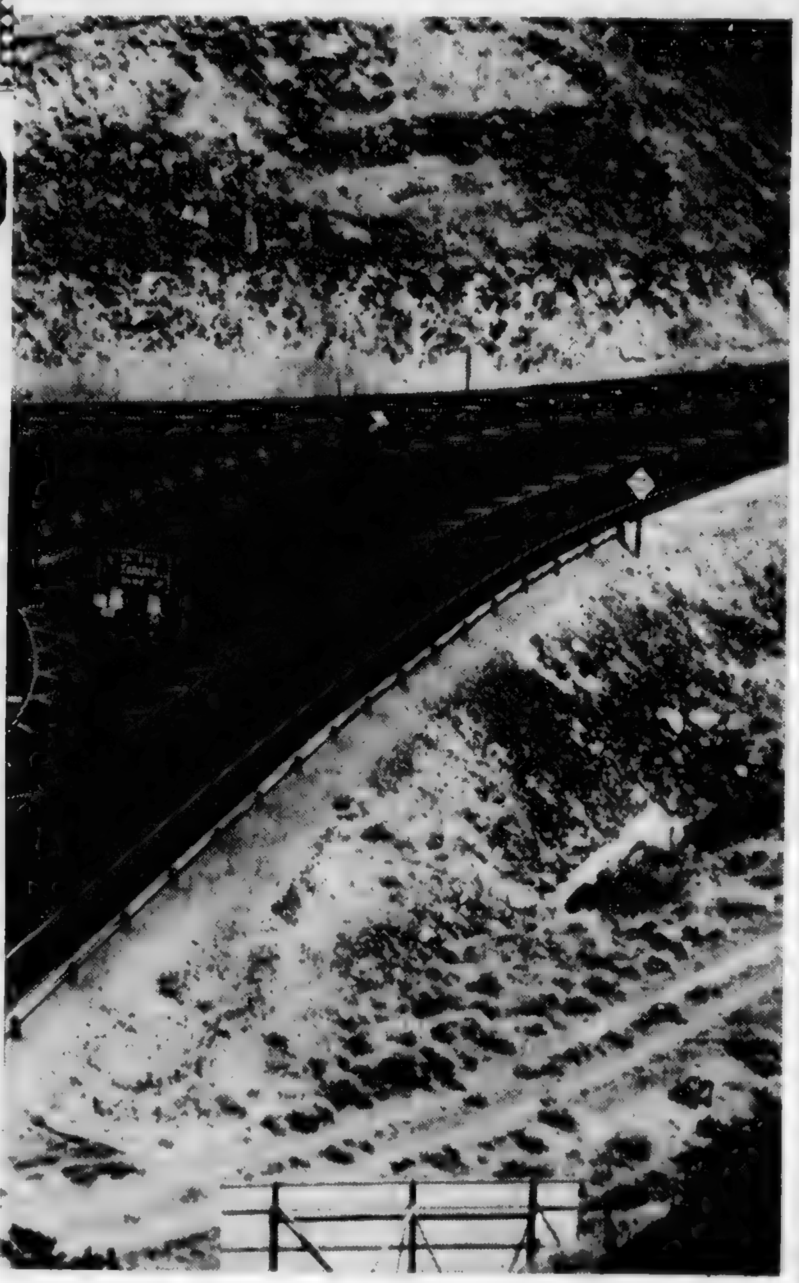
Highway Department officials said the white lines are much better than chatter bars used for many years, are cheaper to maintain and don't wreck equipment moving over them, such as snow plows.

In the event of snow, equipment would be moved immediately to the interchange to keep the traffic marks legible, they said.

Judge Hunt said one great improvement was achieved by the new interchange. Formerly it was hazardous for trucks bound for The Dalles coming northbound down the long hill to make the short left turn. Now a gradual turn has been substituted, he said.

And after all, as a highway department official indicated, "the interchange wasn't designed for a Freeway."

Whether it's properly designed for an interchange on a federal highway is the question the judge is pondering.



north for Freeway or the bridge." Two such cars are shown in this picture, both on the short section heading to 197 northbound. Cars from the north headed for The Dalles must also stop, as well as through traffic southbound on 197. But traffic from the frontage road leading to The Dalles southbound in both directions is not required to stop. Through traffic up and down the hill bound to or from The Dalles does not need to stop, it moves slowly perhaps because drivers have seldom if ever seen an interchange like this one.

Columbia Fish Count

	B'ville	Dalles	McN	Ic Har
July 15				
Chinook	1444	1128	1306	447
Steelhead	1427	816	115	37
Blueback	872	933	5796	82
Shad	9795	9170	648	0

Funeral Service
CY 6-3135 The Dalle

A CHRYSLER!

Z
0?

CIDAA

ler Newport is priced
MONTH MORE
r a Ford Galaxie 500.*
e figures to prove it.
suggested retail prices of 4-door
g, power brakes, automatic trans-
monthly payments. Excluding des-
, licensing, interest and insurance.

ler Dealer-the
ig car men

CHRYSLER
MOTORS CORPORATION

SS MOTORS

New Interchange Design Draws Critical Comments

Since the new interchange on US 197 connecting this main north-south highway with The Dalles by a frontage road was opened a few days ago Oregon Highway Department officials admitted they have heard quite a bit about it from motorists who say they are confused.

And Wasco County Judge James Hunt said he'd had a few beefs, too, but as yet had entered no protest with the highway department. "I've found the department will listen to any reasonable complaint or recommendation," he said, "and with the recent opening of the new Freeway By-Pass these fellows have had their hands full. But I've been doing some thinking and expect to have comments later."

Highway Department officials here indicated the interchange was one of the judge's projects, but Hunt was quick to say he might get chedit for urging the department "to do something about this interchange, but I didn't design it. What's more, I don't like an interchange that requires some traffic to stop twice to get through."

Judge Hunt added this was necessary with traffic coming onto 197 from The Dalles headed northbound either for the Freeway or the Wasco County toll bridge. Single stops, he said, are required for southbound cars leaving 197, to go onto the Frontage road to The Dalles, and also southbound through traffic on the federal road.

Only vehicles that can move unimpeded are those that enter 197 from the Frontage road south bound and those north bound on 197 coming to The Dalles, together with northbound through traffic on the north-south highway.

Since all traffic over the new interchange moves by following lines and arrows painted on the huge new slab, rather than the usual concrete lanes, some motorists have complained they are confused by all this "and what would happen if a light snow fell?"

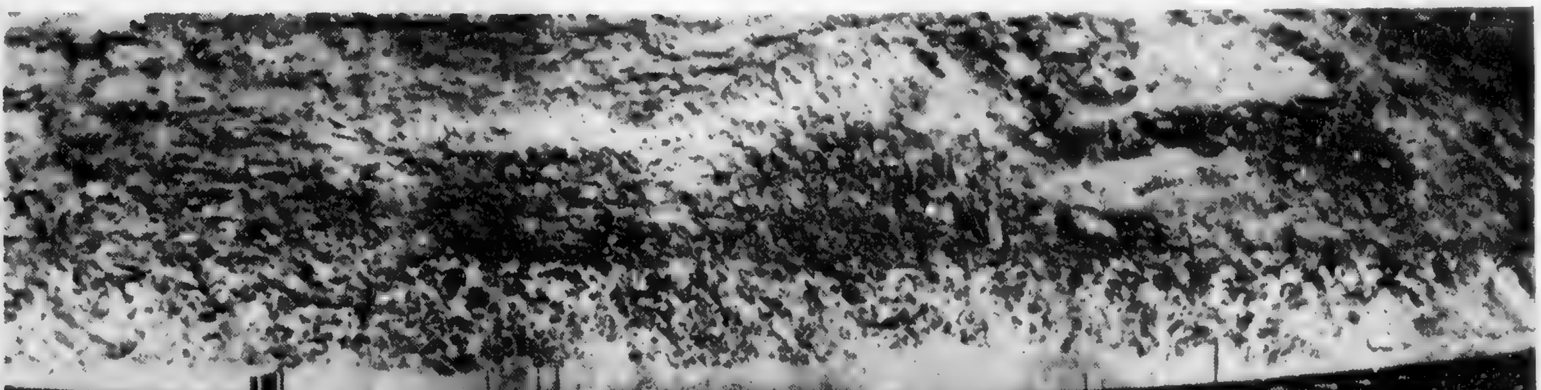
Highway Department officials said the white lines are much better than chatter bars used for many years, are cheaper to maintain and don't wreck equipment moving over them, such as snow plows.

In the event of snow, equipment would be moved immediately to the interchange to keep the traffic marks legible, they said.

Judge Hunt said one great improvement was achieved by the new interchange. Formerly it was hazardous for trucks bound for The Dalles coming northbound down the long hill to make the short left turn. Now a gradual turn has been substituted, he said.

And after all, as a highway department official indicated, "the interchange wasn't designed for a Freeway."

Whether it's properly designed for an interchange on a federal highway is the question the judge is pondering.



NOT EXACTLY OVERJOYED with some features of this new traffic interchange on US 197, just south of the UP Railroad overpass, is Wasco County Judge James Hunt, but he said Friday he had entered no protest with the Oregon Highway Department. Actually, Highway Department officials here said the interchange was built "at the request of the judge" but the judge declined to accept design responsibility. "I just urged the department to build an improved interchange," he said. "I didn't tell them how. One feature I don't like is the double stop required for cars eastbound onto the interchange headed north for Freeway or the bridge." Two such cars are shown in this picture, both on the short section heading to 197 northbound. Cars from the north headed for The Dalles must also stop, as well as through traffic southbound on 197. But traffic from the frontage road leading to The Dalles southbound in both directions is not required to stop. Through traffic up and down the hill bound to or from The Dalles does not need to stop, it moves slowly perhaps because drivers have seldom if ever seen an interchange like this one.

Columbia Fish Count

July 15

	B'ville	Dalles	McN	Ic Har
Chinook	1444	1128	1306	447
Steelhead	1427	818	115	37
Blueback .	872	933	5796	82
Shad	9795	9170	648	0

RECEIVED
JUL 20 1964
FOR FILING

Commissioners
Tallant Greenough, Coquille
Chairman
Joseph W. Smith, Klamath Falls
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Wayne E. Phillips, Baker

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

July 16, 1964

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed plan title sheets, sent with your letter of July 2, 1964, relative to the following projects.

1. The Dalles Section, Columbia River Highway, Wasco County.

2. Slavin Road Section, Pacific Highway, Multnomah County.

Please be advised that there will be no fishery or wildlife problems as a result of these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director, OFC

cc: L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
Dean Swift (2)
F. B. Klaboe (2)

RECEIVED
JUL 17 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 20 1964

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

July 2, 1964

08-35.7

By:

A. W. Parsons, Division Engineer
Salem, Oregon

G. R. Brooks
District Engineer

Oregon Project I-80N-3(21)81
The Dalles Section - Right-of-Way
(Mr. L. H. Young's June 29, 1964 letter)

Attached is one approved copy of right-of-way plan sheet No. 5.

Attachment

original To Young
with attach.
7-20-64

NOTED
LLOYD P. SHAW

RECEIVED
JUN 10 1964
FOR FILING

[illegible]

6/11

June 9, 1964

Dr. Paul R. Vogt, President
Port of The Dalles Commission
The Dalles, Oregon

Dear Dr. Vogt:

Mr. Glenn L. Jackson, Chairman of the State Highway Commission, requested that I reply to your May 18 letter addressed to him. The letter has been thoroughly discussed with the Commission and I can report as follows.

We will look into the matter of the stairway or ramp leading to the boat basin and will see if anything can be done to alleviate the steep grade you mentioned. While I understand that this facility was installed in a manner that had the yacht club's approval, if it is not satisfactory and can be corrected without too great a revision, the Department will certainly cooperate.

As to the launching ramp, this was actually constructed as a ferry-slip. It was to replace the facility that was situated at the westerly end of the boat dock and was to fulfill some legal requirement that such a ramp be maintained. Breakwaters have been constructed so that the ferry-slip can be used to launch small boats and we do not feel that the facility could be relocated at this time. Undoubtedly, a ferry-slip into the small boat basin would have met with objection and probably would not have fulfilled the legal requirement.

The other items are reiterations of past problems and the Department feels that it has done everything it can except the payment of proper compensation. We are quite disappointed that the Ford, Bacon and Davis appraisal has taken such a long time and hope they will be able to come up with a report in the immediate future.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Commissioners
R. L. Porter
Victor D. Wolfe

RLP:ms bbc

RECEIVED
MAY 14 1964
FOR FILING

May 14, 1964

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment for $1,135.57 will be made to Roy L. Houck Sons' Corp., on contract #6180 for grading-structures on The Dalles Section of the Columbia River Highway in Wasco County, as soon as the warrant is prepared.

The total amount paid on this contract will be $3,823,106.94, including the post-final payment. Of the total, $59,678.02 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Roy L. Houck Sons' Corp.,
P. O. Box 671
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
MAY 14 1964
FOR FILING

[illegible]

May 13, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed December 18, 1963, on Contract No. 6180. The contract was with Roy L. Houck Sons' Corp., and was for grading and structures on The Dalles Section of the Columbia River Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 13, 1964, and that you concur in this procedure at the Commission meeting on May 28.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

RECEIVED
APR 28 1964

FOR FILING

6180

April 27, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 12 covering contractor's claim on The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180, in connection with Federal-Aid Project No. I-80N-3(27)81.

This agreement is to reimburse contractor for additional cost incurred in replacement of electric service lines to boathouses at The Dalles Boat Basin. The specification called for relocation of existing lines, but the State Inspector required complete replacement to meet the State electrical code.

This agreement was verbally recommended for approval by the BPR Area Engineer April 13, 1964. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Encl.

DBP:ia

FORM E-30 50M 12-63 84678

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1964

To: MEMO TO THE FILES

SUBJECT: P.A. #12, Boat Basin Service Lines
The Dalles Section
Contract No. 6180

Price Agreement No. 12 on this project is for the relocation of the power service lines to the boathouses in The Dalles Boat Basin. The services prior to our construction were supported by the wood piling which kept the walkways in place. The walkways were relocated, and some 500 feet of walkways were constructed in addition, and all the piling placed was steel.

The specifications for this relocation required reuse of the existing service lines. Because of the fact that steel piling was used to replace the wood piling, the electrical inspector from the Oregon Department of Labor required that the new lines be supported by some means other than the piling. The State paid for the "A-frame" supports for the lines under Extra Work Order No. 14. The electrical inspector also required replacement of the existing 2-wire single ground system with a 4-wire circuit.

This complete replacement was not anticipated at the time the job was set up, and the contractor has filed a claim to recover his costs of this unanticipated work. The work was done by the Pacific Power and Light Company.

Payment of the claim as covered by Price Agreement No. 12 in the amount of $1,135.57 is recommended.

C. H. Baker

C. H. Baker
Ass't. Field Construction Engineer

CHB:bjm

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAR 23 1964
FOR FILING

March 16, 1964

Hiway Ready Mix, Inc.
P. O. Box 762
The Dalles, Oregon

Attention: Mr. Lawrence Garside
President

Gentlemen:

This is to acknowledge receipt of your claim letter of March 9, advising that Pacific Concrete Company, subcontractor, owes you for concrete ready mix in the amount of $6,650.79.

This appears to be in connection with State Highway Contract No. 6180 with Roy L. Houck Sons' Corporation for grading and structures on The Dalles Section of the Columbia River Highway in Wasco County.

The surety on this project is General Insurance Company of America, through Huggins Insurance Agency, 373 Church St. N. E., Salem. We will advise them of the receipt of your letter.

We are sending your claim letter to the Secretary of State for filing.

When the claim has been paid, please let us know so that we may clear our records.

RECEIVED
MAR 23 1964
OREGON
STATE HIGHWAY COMMISSION

Noted on card. D.C.

File # 4077

FILED
MAR 17 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAR 17 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

cc:
General Insurance Company of America
Portland Service Office
209 S. W. 4th Ave.
Portland 4, Oregon

Huggins Insurance Agency
373 Church St. N. E., Salem, Ore.

Roy L. Houck Sons' Corp.
1365 - 20th St. S. E.
Salem, Oregon

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon
Attn.: Geo. C. Stephens

(Please acknowledge receipt of claim letter on enc. copy of this letter)

Commissioners

HIWAY READY MIX, INC.
P. O. BOX 762 · PHONE CY 6-2064
THE DALLES, OREGON

March 9, 1964

Contract Officer
State Highway Department
Salem, Oregon

Reference: U.S. Highway 30 Relocation - The Dalles Oregon ByPass
Oregon State Highway Department Bridges #8603 - #8805
Contract #6180

Dear Sir,

Please be informed that Hiway Ready Mix, Inc., has furnished to the sub-contractor, Pacific Concrete Company, concrete ready mix for their Job No. 553, which job is now completed.

Pacific Concrete Company has an account with this firm for Job No. 553 in the amount of $8,858.79, which is now deliquent.

Yours very truly,

HIWAY READY MIX, INC.

Lawrence Garside
Lawrence Garside,
President

Surety: General Insurance Co. of America
Agent: Huggins Insurance Agency
373 Church St, N.E. Salem

RECEIVED
MAR 11 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 5 - 1964

[illegible]

6140

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
January 30, 1964

Mr. T. W. Litchfield
Utilities Liaison Engineer
Office

Attached is a photo copy of a crossing agreement Contract No. 14-06-100-2458 with the Bureau of Reclamation which provides right of way for a 10-inch buried irrigation pipeline being constructed by the U. S. Bureau of Reclamation across State Highway No. 4 in the vicinity of The Dalles.

A fully executed copy of the above Contract has been received in this office and is being filed in General Files as Misc. C & A No. 2514.

Secretary

rn
Attach: 1

RECEIVED
JAN 29 1964

FOR FILING

January 28, 1964

Himay Ready Mix, Inc.
P. O. Box 762
The Dalles, Oregon

Attention: Mr. K. D. McRae
Secretary-Treasurer

Gentlemen:

Thank you for your letter of January 26 informing us that Pacific Concrete Company, subcontractor, have paid their account in full in the amount of $13,755.88.

Our records indicate this to be in connection with State Highway Contract No. 6160 with Roy L. Houck Sons' Corporation, prime contractor, for grading and structures on The Dalles Section of the Columbia River Highway in Wasco County.

This information will be noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head, Asst. Secretary

CWH:fp
cc:
General Insurance Company of America
Portland Service Office
209 S. W. 4th Ave.
Portland 4, Oregon

NOTED ON CARD
KP

Huggins Insurance Agency
373 Church St. N. E.
Salem, Oregon

R. L. Houck Sons' Corporation
1565 - 20th St. N. E.
Salem, Oregon

Commissioners

RECEIVED
FEB 6 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 24, 1964

Hiway Ready Mix, Inc.
P. O. Box 762
The Dalles, Oregon

Attention: Mr. Lawrence Garside
President

Gentlemen:

This is in reply to your claim letter of January 21 stating that Pacific Concrete Company, subcontractor, owes you $13,735.88 for concrete ready mix.

From the description given, it appears that this is in reference to the Roy L. Houck Sons' Corporation Contract No. 6180 for grading and structures on The Dalles Section of the Columbia River Highway in Wasco County. This contract was completed on December 18, 1963, but has not yet been accepted by the State Highway Commission.

The surety on this project is the General Insurance Company of America through Huggins Insurance Agency, 373 Church Street, N. E., Salem. We will advise them of the receipt of your letter, and we will also send your claim letter to the Secretary of State for filing.

Please let us know when your claim has been paid so that we may clear our records.

File #2064

FILED
JAN 27 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
lc

NOTED
C. W. HEAD

cc General Insurance Co. of America
Huggins Insurance Agency
Roy L. Houck Sons' Corp.

Hon. Howell Appling, Jr.
Secretary of State

P. S. Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
JAN 27 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
FOR FILING

W. G. Johnson
6170
SUPERINTENDENT
OREGON DIVISION

CONSTRUCTION DIVISION
RECEIVED
JAN 2 1964
NOTED ☐ ☑ ☐ ☐ ☐
CE ASE ACE COE

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

JANUARY 22, 1964

(File Ref. D 315 - 2 - 93)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

NOTED
R. L PORTER

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Reference is made to your letter of December 18 transmitting prints of the State's Drawing No. 19513 showing retaining walls proposed in connection with construction of the Brewery Grade Connection section on The Dalles Bypass section of the Columbia River Highway under Projects Nos. U-3612 and I-80N-3(35)83.

Confirming recent conversation regarding the State's drawing, an effort was made to check the geometric layout of the proposed retaining walls as shown on Drawing No. 19513, but the information available is not sufficient to permit a satisfactory review. We are unable to determine the relationship of the walls with respect to our tracks.

As pointed out in our conversation, approval of Drawing No. 19513 is being deferred until necessary field data including cross-sections at regular intervals and other horizontal and vertical ties between the features involved, are supplied. Understand that you will furnish this information to us in order that our Company may be satisfied concerning the State's proposals and give approval to the pending construction.

Yours very truly,

W G Johnson

COPIES TO: J D MERCHANT
RL PORTER ✓
SWIFT, DEAN
N.O. KROHBIEL
VERNON SHULL
SEE MY LETTER TO UPRR DATED 1-21-64
1-23-64
I

RECEIVED
JAN 2 1964
OFFICE OF
STATE HIGHWAY ENGINEER

D [illegible] JAN 1 0 [illegible]

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

January 8, 1964

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

Original signed by
T. Dec
Eng. [illegible]

T. Dec, Assistant Division Engineer
08-35.7 Salem, Oregon

Oregon Project I-80N-3(21)80
West City Limits to East City Limits
The Dalles Section - Port of The Dalles

Please refer to Chief Counsel L. I. Lindas' letter dated December 5, 1963 requesting our advanced approval and participation in the cost of securing additional appraisal services and an economic study from the firm of Ford, Bacon and Davis involving property to be acquired by the State from the Port of The Dalles. As you will recall, Federal Highway Administrator Rex M. Whitton wrote you in November advising that we would participate in the cost of an additional appraisal if it was undertaken as an independent endeavor by the Oregon State Highway Department, but that we were unwilling to participate in the cost of an appraisal undertaken jointly for the Port of The Dalles and the Highway Department. It is our understanding that the Port of The Dalles has requested that you hire Ford, Bacon and Davis even though the Highway Department had previously decided to use another firm. We do not believe that the Highway Department is in a completely independent position in selecting a firm to make the appraisal. Under these circumstances we will not participate in the cost of any appraisal where the Port of The Dalles has in effect selected the appraiser.

It seems that what is essentially involved is a real property appraisal, and that there is little reason to employ a firm of engineers to make an appraisal. The proposed contract with Ford, Bacon and Davis indicates that they would employ outside real estate appraisal talent to perform the most important part of the assignment, ie., the appraisal of the real estate taking and the damages to the remainder. The State already has a large volume of engineering data plus outside engineering studies made by Norlander, Kelly and Luck, Ivan Bloch, and Dames and Moore.

We urge that the State Highway Department have all of their previous real estate appraisals re-examined in the light of conditions that prevailed as of the date of taking.

NOTED
R. L. PORTER

Original to Lindas
1-9-64

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION I
BOX 937
BOISE, IDAHO 83701

IN REPLY
REFER TO: 424

JAN 2 1964

Oregon State Highway Dept.
State of Oregon
Salem 10, Oregon

Gentlemen:

By letter dated December 23, 1963, you forwarded to this office two copies of the Fourth Supplement to Crossing Agreement, Contract No. 14-06-100-2458. The copies of the agreement have been executed on behalf of the State of Oregon; however, the acknowledgement sheets were not completed by a Notary Public. We are, therefore, returning both copies of the agreement for completion of the acknowledgement forms.

Please return both copies of the agreement to this office when the acknowledgement forms have been completed.

Very truly yours,

Merrill J. Mantz
Acting Regional Director

Enclosures

RECEIVED
JAN - [illegible]
OREGON
STATE HIGHWAY COMMISSION

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 4, 1964

Section The Dalles

Kind of work Grading & Structures

Highway Columbia River County Wasco

Section prefix 633-1076

Contractor Roy L. Houck Sons' Corp.

Contract number 6180

Date of contract November 1, 1962

Specified work days 240

Date work started November 13, 1962

Work days used 191

Project authorization $4,518,741.38

Exclusive of engineering $4,197,408.66

Per cent of time elapsed 80 %

Estimated cost of completed project, exclusive of engineering $3,911,021.87

Estimated per cent overrun or underrun (-) 9.5 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $321,332.72

Engineering cost to date $179,640.00, 55.9 %

Date project was completed December 18, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Work on the Semi-Final is complete and it will be delivered to Bend Jan. 6.

We have outstanding bills on two EWO's and four SFO's, but will submit the Semi-Final without them.

Found it necessary to get one more Sub-Contract for work done by a local electrical firm. All interested parties have been notified and it should be submitted soon. The payroll data has been submitted.

Dean Swift was in the office Tuesday.

This is the final report for this project.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
JAN 6 1964

Signed Lennon E. Shull

Address Box 420, The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.63	3.55		1.31	1.97
Miles partially completed	"	"		"	"
Miles completed	"	"		"	"
Total estimated quantities (contract)	3,385,300 CY	29,700 Ton		122 Ton	4,400 Ton
Total quantities corrected to date	2,983,037	30,112		133	5,533
Estimated quantities moved or placed to date	"	"		"	"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JAN 3 1964

FOR FILING

January 2, 1964

Dr. Paul R. Vogt, President
The Dalles Port Commission
The Dalles, Oregon

Dear Dr. Vogt:

We have your December 26 letter relating to two points in connection with the effect of Interstate Highway construction on the Port of The Dalles.

The State has done the most feasible job it can in connection with the conveyor tunnel. We know of no practicable way the area could be kept free of high water and believe that every reasonable thing that can be done, has been done; however, we are open to any suggestions you may care to offer and if you have a practical solution to your anticipated debris and silt problem, please do not hesitate to let us know.

We have made many changes over the original plan in an effort to work out a settlement but seem to be no nearer than we were several years ago. As time moves along, new elements get injected into the negotiation. I do not believe that anything is to be gained by a continued negotiation, particularly on a piecemeal basis. The record of negotiation of this case is by far the longest of any ever undertaken by the Highway Commission. A copy of the negotiation record was sent to you with my letter of December 12 and consists of nearly 14 pages of items.

I believe it is best that the appraisal be made on our present concept of severance. This is an Interstate project and, as such, we are governed by federal requirements. I realize that there is a disagreement, but I feel that the State has done the best it can under the limitations imposed upon it.

In searching the record, I find no answer to our complaint nor that any compromise offer of settlement has ever been made by the Port. I therefore feel that we should proceed with the appraisal on the present concept with a review of the financial items after receipt of the Ford, Bacon & Davis estimate.

If at any time the Port wishes to make an offer of settlement, which should include all items, for a final and complete disposition of the case, I assure you that the matter will be carefully considered.

I hope that I have made myself clear in that this Department is ready to cooperate with the Port at any time in an effort to reach an amicable settlement on the whole problem, but I do not see where anything would be gained by interminable discussions of individual items on a continuing basis. I believe that any settlement should be a package deal, complete in all aspects.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Commissioners

R. L. Porter
Victor D. Wolfe
L. I. Lindas

RLP:ms FC:fn

PORT OF THE DALLES
THE DALLES, OREGON
"An Inland Seaport Serving an Empire"

COMMISSIONERS
PAUL R. VOGT, PRESIDENT
DAVID H. LARSEN, VICE-PRESIDENT
WILBUR F. KELLY, SECRETARY
PAUL D. KORTGE, TREASURER
HENRY J. MAIER

MANAGER
DOLPH D. KIMSEY

26 December, 1963

NOTED
R. L. PORTER

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon
97310

Porter - Let's discuss

Dear Mr. Cooper:

Thank you very much for your letter of December 12th and the enclosures which you forwarded. However, you did not answer at least two of the questions which particularly interested me and which I had previously presented to you. One of which was in reference to the use of a gate at the north end of the conveyor tunnel, so that during high water this could be closed off. This problem was presented to your organization, in detail, when Mr. Morgan was here, relative to the problem of cleaning after it would be flooded in high water. The old conveyor housing could be mucked out and dirt, debris and silt removed through the windows which were placed along the course, but as this is a tunnel, we would be unable to use this method, and it would become a much more difficult problem to clean it after it had been flooded with high water, so that a gate at the north end was propsed as a means of keeping out a good portion of the silt.

The other question dealt with the pedestrian or simple vehicular underpass beneath the freeway for the use of the Port personnel. As it is at present, to drive from the dock to the grain elevator is at least a two and a half mile trip which replaces an approximately two hundred yard walk, prior to the construction of the freeway. The only information we had was that it was such a tunnel, even though it would be kept locked during off-work hours, would not be in the public interest, and in this regard, I could not understand it and I would appreciate any elucidation which you might feel free to pass on.

I believe that the people at the yacht club, and I am sure the Port Commission, is well satisfied with the reconstruction of the small boat harbor, with the exception of the location of the landing ramp.

Thank you very much for your cooperation, and I am sorry to be persistent in bothering you about these questions which, though minor to you, are of importance to our port operation. Thank you again.

Sincerely,

Paul R Vogt

Paul R. Vogt, President
THE DALLES PORT COMMISSION

PRV:ps

[illegible]-2(27) The Dalles Sec., Columbia [illegible]
31 River Hwy. (Grad. & Strc.)
#4[illegible] Folder #4

C&A [redacted]
2314
C&A
2514

RECEIVED
JAN 7 1964

OSHD Copy

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I 80N-3(27)81

6180

December 24, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 18, 1963, on Contract No. 6180, The Dalles Section, in Wasco County, in connection with Federal-Aid Project No. I-80N-3(27)81.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 1-6-64

Conditions noted on above date:

The project was inspected on December 18, 1963 and no condition was noted on that date that would prevent acceptance of the work, contract items. This statement should not be construed as constituting final acceptance of the project.

A. W. Parsons
Division Engineer

By: G R Brooks
G. R. Brooks
District Engineer

cc: H. S. Cox

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DEC 20 1963
FOR FILING

[illegible]

FORM E-30 5OM 3-63 49607

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1963

SUBJECT: Pipeline Crossing Lateral F-20
Bureau of Reclamation
The Dalles-California Highway
M.P. 1.0 - Wasco County

To:
Memo to the Files

This is to clarify the record of the above-captioned subject. This 10-inch irrigation pipe was proposed to cross the highway by Mr. John P. Vertrees, Project Construction Engineer of the U. S. Bureau of Reclamation, in his letter of July 26, 1963 to Mr. Jack Sollis, Staff Attorney, with which he enclosed a draft of an agreement to cover the work.

It was then referred to the field for investigation and recommendation by Mr. G. L. Decker's letter to Mr. Dean Swift dated August 19, 1963. Mr. L. H. Warfield referred it to Mr. R. P. Hamilton, in The Dalles for further investigation and recommendation. Mr. Hamilton replied with his August 27, 1963 letter to Mr. Warfield making known his recommendations and this was relayed to Mr. Decker by Mr. Warfield's letter of September 4, 1963.

The agreement was then re-drafted to contain the recommendations of the field and a few others desired by the Construction Office. This was submitted to the field by the undersigned's letter of November 1, 1963 to Mr. Swift for review and presentation to the Bureau of Reclamation. Mr. Hamilton then submitted it to Mr. Vertrees by his letter of November 8, 1963.

Then on November 15, 1963, Messrs. R. T. Van Uden, Attorney, and T. N. Torkelson, Chief of Lands Branch, U. S. Bureau of Reclamation in Boise, called Mr. J. N. Hershberger and the undersigned concerning a proposed re-draft of the agreement. They pointed out that conditions requested as to the details of construction were covered in their own specification #DC-6004. They also pointed out that this work could be made part of the work covered by the agreement between the State and the Bureau dated May 25, 1962 for The Dalles Section. Since it appeared that the State would be adequately protected by this agreement of May 25, 1962 (Contract 14-06-100-2458) and the Bureau of Reclamation Specification No. DC-6004, we approved the preparation of the fourth supplement to Contract No. 14-06-100-2458.

This fourth supplement was received on November 19, 1963 at which time

time it was realized that the State had not received Specification No. DC-6004, but had reviewed and approved Specification No. DC-5841 for The Dalles Project in 1962. A conference telephone call was then held with Messrs. Van Uden, Torkelson, Vertrees, Hamilton, Hershberger and Litchfield. During this call, Mr. Vertrees read the pertinent part of the specification DC-6004 pertaining to road crossings and we all agreed that the State was adequately protected. (A copy of this specification is now on file in the General Files in Salem.) Further review of the fourth supplement and Contract No. 14-06-100-2458 dated May 25, 1962 by our Legal Division proved that the State was adequately protected in regard to this work. On November 20, the fourth supplement was submitted to Mr. R. L. Porter for inclusion on the agenda for the Commission meeting November 22, 1963. This was too late for action at that meeting but was approved by the Commission at their meeting of December 18, 1963. (Agenda Item 4-b).

It is implied by these specifications and agreements that all provisions set forth in the draft of the agreement dated October 7, 1963 submitted to the Bureau of Reclamation by Mr. Hamilton on November 8, 1963 will be completely satisfied by the Bureau of Reclamation in the construction of this pipeline.

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:fp

cc R. L. Porter
L. I. Lindas
Dean Swift
R. P. Hamilton
J. F. Hagemann

RECEIVED
DEC 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 23 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

December 17, 1963

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway
Right-of-Way Encroachment

Mr. Morgan's letter of November 20, 1963, requested our approval of the subject encroachment which was permitted under Miscellaneous Permit #778, on the basis that the facility was placed on the highway right-of-way in the best public interest.

The basis for this opinion was that the Highway Department might have to reconstruct the facility at some time in the future if it had been constructed on private property.

We question the State's obligation to reconstruct facilities if they are now placed on private property. Also, there might well be other places where the entire width of highway right-of-way would be needed for vehicular travel or for maintenance operations, so that a sidewalk would have to be placed on private land (or on land acquired specifically for the walk).

The above discussion is to clarify the basis of approval, which is the fact of adequate space not otherwise utilized, rather than the argument of Mr. Morgan's November 20 letter.

Your request is hereby given our approval.

Original To Morgan
cc Young
12-23-63

NOTED
LLOYD P. SHAW

RECEIVED
DEC 15 1963

FOR FILING

6180

December 12, 1963

Dr. Paul R. Vogt, President
Port of The Dalles
The Dalles, Oregon

Dear Dr. Vogt:

Reference is made to your letter of November 19 which concerns negotiation difficulties between the Port of The Dalles and the Oregon Highway Commission. I hope you will pardon this seeming delay in answering your letter but I wished to review the matter thoroughly so that I would be up to date on most of the facts.

First of all, it seems to me that a successful negotiation can be made only if both parties are sincerely interested in negotiating. Our record shows that over a period of several years the Department has done everything it legally can to attempt to settle this right-of-way problem on an amicable basis. The record further discloses that we never have had, nor do we now have, any statement from the Port of The Dalles which gives an indication of what the Port would accept in the way of settlement. Several propositions have been advanced by the Highway Department and the only response we have been able to receive is that they were inadequate and unsatisfactory.

This Department and the Highway Commission fully recognize that we both represent public agencies and that it is our mutual duty to see that their interests are fully protected. This is not a matter of irritation as far as this Department is concerned but it is somewhat frustrating to endeavor to reach a satisfactory understanding when a pattern such as the present one exists. I understand that Mr. William Dick and Mr. Lindas are at the moment endeavoring to work out the final details on the securing of a joint appraisal from a firm or individual who will be acceptable to both the Port and the Department. The Highway Commission and the Department hope that this will lead to a solution to our problem and that it will be possible to reach a mutually satisfactory settlement.

A thorough search of the record on this negotiation fails to reveal that the Department has not answered any question or request that you have made. I think, in many instances, the answers have not been to your Port Commission's liking, but the Department is governed by Federal rules and regulations which permit very little latitude and which would preclude items of settlement that could not be fully supported by approved appraisals. If there are some points which you do not feel have been answered, we would be most appreciative if you would kindly send them to us again.

I am enclosing a copy of the latest Bureau of Public Roads Policy and Procedure Memorandum having to do with the acquisition of right of way. The transportation act that you speak of is known as the Federal-aid Highway Act and, as we operate today, was originally enacted in 1956. It has been amended, sometimes only in a minor fashion, by every Congress since. I do not have extra complete copies of the whole law but if there is any point that you would like to have explained I am sure that your Mr. Dick, or if you wish, our Mr. Lindas can offer any explanation you may wish.

Regardless of the difficulties that we may have encountered in negotiating this difficult matter, we have only one desire and that is to reach an amicable solution if possible. I have, on several occasions, made changes which I felt were justified and that would leave the Port property in a more usable condition and facilitate access. The Highway Commission and Department are governed by certain rules and laws which we must honor but, within the restrictions imposed upon us, we are always ready and willing to attempt to work out acceptable agreements.

There are also enclosed extracts from our files on the number and type of contacts made.

Very truly yours,

Forrest Cooper
State Highway Engineer

Encl.

cc Governor Mark O. Hatfield
Highway Commission
R. L. Porter
Victor D. Wolfe
L. I. Lindas

12/3/63

NEGOTIATION RECORD

Port of The Dalles and
the State Highway Commission

January 8, 1959

Memorandum by George Rohde—At conference on January 6, 1959 in Salem, Attorney Lindsay stated that he would represent the Port Commission in all subsequent negotiations. He stated that Port and City wished project constructed on low fill, rather than viaduct. Rohde reports that Wright has agreed to proceed immediately with employment of appraisers Holbrook, Kolberg, and Draper.

August 26, 1960

The Dalles Chronicle reports telephone call from W. C. Williams to Mayor Hall. Williams optimistic that BPR will approve low-level route.

February 6, 1961

REPORT: Brainerd to Wright—Attempted to negotiate with Port Commission on offer of $116,900. Response by Dr. Vogt: He wanted offer written in several copies so he could send them to Governor Hatfield, Senator Morse, Representative Ullman, and other parties who would be interested.

March 1, 1961

LETTER: Brainerd to Wright—Attorney Dick has advised Port Commission not to discuss transaction until a legal letter of offer is received by Port Commission.

March 17, 1961

LETTER: W. C. Williams to Governor Hatfield—Responds to inquiry by Governor outlining negotiation difficulties and delays.

March 23, 1961

LETTER: Brainerd to Dick—Confirms telephone agreement to contact Dick for further negotiation.

April 4, 1961

LETTER: Brainerd to Port Commission--Offers $138,165. Offer now includes cost of parking area replacement.

April 11, 1961

THE DALLES CHRONICLE reports receipt by Port Commission of offer of $138,165 from Brainerd.

April 12, 1961

LETTER: Attorney Dick to Brainerd--Acknowledges receipt of offer. Dick only recently engaged by Port; will need to get appraisal.

June 20, 1961

LETTER: Carroll Hall to Wright--Advising us of retention as real estate consultant, requesting plan sheets, topographic map, and copy of hearing.

June 28, 1961

LETTER: Wright to Hall--Forwarding plan sheets and other data.

July 19, 1961

Legal LETTER OF OFFER in the amount of $90,165.

July 21, 1961

LETTER: Dick to Lindas--Confirms Port Commission ownership of Parcel # 1, in our Letter of Offer of July 19.

July 24, 1961

LETTER: Lindas to Dick--Forwards map of property covered by our Letter of Offer. Confirms our desire to reach an amicable settlement.

July 24, 1961

LETTER: Dick to Lindas--Requests plan sheets #6, #7, #7a, and #7b, The Dalles Section, Columbia River Highway. States that Carroll Hall has received these same sheets.

July 26, 1961

LETTER: Lindas to Dick--Forwards plan sheets requested by Dick.

August 1, 1961

LETTER: Dick to Lindas--Rejects offer contained in our letter of July 19, 1961.

August 3, 1961

LETTER: Brainerd forwards clipping from THE DALLES CHRONICLE which states that Dick had rejected Highway Commission offer as inadequate.

August 7, 1961

MEMO: Lindas to File--Attorney Dick called by telephone; desired that we file an action as quickly as possible, and make a deposit in the court. Dick states that his appraisers have given him no money figure to date.

August 7, 1961

LETTER: Lindas to Dick--Acknowledges Dick's letter of August 1; states that construction of a high speed conveyor above highway might be permitted provided construction is completed before highway opening, and safe guards installed to protect traveling public. Requests plan or design for approval of Department and BPR.

August 16, 1961

LETTER: Dick to Lindas--Includes "Plan" of high speed conveyor; states Port Commission desires to retain right of access to warehouse area, but can accept money in lieu of construction of access. Also states need of retaining low level conveyor.

August 24, 1961

LETTER: Dick to Lindas--Requests two copies of topographical map of area through which The Dalles Bypass will be constructed.

August 30, 1961

LETTER: Lindas to Dick--Reports that we have no topographic maps covering Bypass area. Suggests purchase of USGS quadrangle sheet.

September 5, 1961

LETTER: Dick to Lindas--Promises to resume efforts for negotiating settlement as soon as appraisals are completed.

October 10, 1961

COMPLAINT filed.

October 12, 1961

LETTER: Rohde to Wright--asks comment on Port Commission "Plan" for high speed conveyor.

October 13, 1961

LETTER: Wright to Rohde--Comments and recommends procedures for preparation of a useable plan for high speed conveyor.

October 16, 1961

LETTER: Rohde to Dick--Forwards copy of comments by Wright relative to high speed conveyor "Plan."

October 20, 1961

CONFERENCE in Office of Governor Hatfield: Present were Governor Hatfield; representing Port Commission were Dick and Vogt; Highway Commission, McIver, Jackson, and Fridley; Highway Staff, * Cooper, * Lindas, * and Wright; Bureau of Public Roads, Polk and Mathias. (*)(Lindas to fill in names of other individuals present).

Meeting revealed that all efforts to negotiate had been initiated by the Highway Department and had brought no response. Dr. Vogt admitted that the Port Commission still had not chrystalized formal demands in the way of money or other factors. He was advised that all monies intended for restoration of the small boat basin had been withdrawn from the Highway Commission offer; and that we will reconstruct the facility to the satisfaction of the Portland District Corps of Engineers.

October 23, 1961

LETTER: Dick to Lindas--Refers to Governor's conference on Friday; requests documentary evidence of ownership of the land upon which small boat basin is located.

November 3, 1961

LETTER: Lindas to Dick--Provides title information relative to small boat basin; confirms our agreement with Corps of Engineers for reimbursement or reconstruction.

November 13, 1961

LETTER: Lindas to Dick--Enclosed stipulation; states that Army Engineers will require us to restore parking area of the small boat basin; reduces our offer by the sum of $21,265, the monetary allowance for construction of parking area.

November 16, 1961

LETTER: Vogt to Governor Hatfield--Complains that Highway Commission has failed to make payment into court. Complains of stipulation forwarded by Mr. Lindas on November 13; and "unjust" reduction of offer to Port.

December 12, 1961

LETTER: Dick to Lindas--Port Commission is retaining services of Marshall, Barr, & Associates to modify overhead design for rapid grain elevator.

December 13, 1961

MEMO: Lindas to File--TELEPHONE CALL December 11, 1961 from William Dick. Dick requested payment into court without the signing of stipulations. Lindas suggests that Dick forward a form of stipulation agreeable to him. Dick stated that he had not yet received his appraisals.

December 14, 1961

LETTER: R. E. Pacquer (Marshall, Barr, & Assoc.) to Wright --Requests highway plans in The Dalles area.

December 15, 1961

LETTER: Wright to Pacquer--Forwards plan sheet covering grain elevator vicinity; states design limitations which will apply to high speed overhead conveyor.

January 25, 1962

MEMO: Wright to File--Forwarded plan sheets #2c and #6, The Dalles Section, Columbia River Highway, to Gordon Lecair of Marshall, Barr & Associates. These same sheets had been mailed to Mr. Pacquer on December 15, 1961.

January 26, 1962

MEMO: Wright to File—Telephone call from Lecair acknowledging receipt of plan sheets. Lecair requested letter restating Wright's opinion of design which should be submitted for advance inspection. Wright referred him to his letter of November 15, 1961 addressed to Lecair's firm and stated he could add nothing. Mr. Lecair was told in bold terms that time was becoming exceedingly critical and that no progress toward approval of any proposal could be made by exchange of letters, telegrams, or telephone calls.

January 26, 1962

LETTER: Lindas to Dick—Responds to telephone call from Dick of January 25, 1962 advising that Wright has been in conference with Lecair of Marshall, Barr, and Associates.

January 29, 1962

LETTER: Dick to Lindas—States "enclosing photostatic copy of the letter from The Dalles City Engineer." It covers an important consideration.

January 30, 1962

LETTER: Lindas to Dick—"No copy of letter enclosed with yours of January 29."

January 31, 1962

LETTER: Dick to Lindas—Enclosed photostatic copy. No copy on file. I believe it related to providing conduits under fill for extensions of utilities to Port properties.

February 2, 1962

LETTER: Lindas to Dick—responds to telephone inquiry from Dick same date. Access will be kept open to Port Docks.

February 5, 1962

Amended formal LETTER OF OFFER: $40,205.

February 15, 1962

LETTER: Dick to Lindas—Forwards Port Commission resolution of February 13, 1962 requesting service road from easterly end of Bargway road along outside of freeway to connect with service road running west from Brewery grade interchange.

February 28, 1962

LETTER: Lecair (Marshall, Barr & Assoc.) to Wright—Forwards three prints of preliminary tracings for overhead conveyor system paralleling the existing low level conveyor.

March 12, 1962

TELEPHONE CALL: Lecair to Wright—asking about status of our inspection of their preliminary sketches of high speed conveyor, currently at BPR. Requested plan on our low level conveyor housing to check same for Port Commission.

March 15, 1962

LETTER: Patterson to Dick—Proposes that ~~agreement~~ agreed amendments to complaint in paragraph 12 be amended by interlineation at time of trial.

March 15, 1962

LETTER: Dick to Lindas—Enclosed ~~from~~ form of order as instructed by court.

March 15, 1962

LETTER: Lindas to Dick—It is not feasible economically to continue Bargeway Road to Port property. Our engineers and the city have already met relative to providing sleeves beneath the highway for handling utilities.

March 16, 1962

LETTER: Dick to Lindas—Acknowledges Lindas' letter of March 15.

March 19, 1962

LETTER: Lindas to Dick—Unable to economically justify construction of railroad spur to dock. Will attempt to arrange to have Mr. Cooper come to The Dalles for a meeting.

March 19, 1962

LETTER: Roger Dick to Patterson—Objects to interlineation type amendment of complaint.

March 20, 1962

LETTER: Dick to Lindas—Acknowledges Lindas' letter of March 19.

March 23, 1962

LETTER: Lindas to Vogt--States that basic proposal of Marshall, Barr, and Associates for high speed overhead conveyor is acceptable subject to six limiting conditions.

March 26, 1962

LETTER: Patterson To Dick--Concerns receipt of order on Dick's motion to make Paragraph XII more definite and certain. Requests Dick to suggest the form of language which he considers appropriate.

March 29, 1962

LETTER: Dick to Patterson--Suggests language for pleading XII, in complying with Court's order on the point of low level conveyor housing to be constructed by State.

April 4, 1962

Filed second amended COMPLAINT.

April 5, 1962

LETTER: Dick to Lindas--Acknowledges receipt of second amended complaint. Comments on lack of easement for high speed conveyor.

April 10, 1962

LETTER: Dick to Lindas--Refers to necessity of easement for high speed conveyor, and protests failure to include easement in second amended complaint.

April 11, 1962

LETTER: Patterson to Dick--Agrees to include easement for high speed conveyor, on receipt of assurance that work will proceed immediately.

April 12, 1962

LETTER: Dick to Patterson--Requests easement for construction of high speed conveyor. Protests that construction cannot be programed and completed on short notice. Intimates Port intends to perform construction.

April 16, 1962

LETTER: Patterson to Dick--Acknowledges letter of April 12, 1962. ~~Content~~ to ~~discuss~~ at conference being arranged by Mr. Lindas.
Complaint ^ be discussed

April 18, 1962

LETTER: Dick to Lindas--Inquires whether Wright "satisfied" with drawings submitted by Marshall, Barr and Associates for overhead grain conveyor. Requests response from Wright.

April 23, 1962

LETTER: Wright to Dick--Refers Dick to letter of March 23, 1962, addressed to Vogt which answers questions relative to preliminary sketches of high speed conveyor prepared for Port Commission by G. Lecair of Marshall, Barr and Associates.

April 26, 1962

LETTER: Dick to Wright--Wants copy of letter dated March 23, 1962 Lindas to Vogt (copy also sent to Dick).

May 2, 1962

LETTER: Moehring to Dick--Forwarded copy of letter of March 23, 1962 from Lindas to Vogt.

May 4, 1962

LETTER: Lecair to Wright--Requests drawings of plan sheets for housing of low level conveyor.

May 8, 1962

LETTER: Moehring to Lecair--Plan sheets requested by Lecair were forwarded to him on January 25, 1962; same sheets to another member of his firm on December 15, 1961; also to Mr. William Dick.

May 10, 1962

LETTER: Lecair to Moehring--Requests two additional sheets of construction plan.

May 15, 1962

LETTER: Dick to Cooper--Conversation has been reported to Port Commission; Dick is willing to come to Salem to continue discussions.

May 15, 1962

LETTER: Moehring to Lecair(Marshall, Barr, & Assoc.)--Forwarding two detail plan sheets on Culvert installation on Port property.

Meeting between Cooper
Lindas
Dick
prior to 5/15/62. I found no record in file.

August 14, 1962

CONFERENCE at office of William Dick. Dick, Hall, Lindas, Smith; Discussion of contemplated physical construction and its affects upon Port property.

October 11, 1962

LETTER: Lindas to Dick—Chairman Jackson has discussed problem with Dr. Vogt. Dr. Vogt was to present the Port Commission financial demands, but as yet we have no word. Could Dick follow through?

November 13, 1962

Contractor commenced WORK on Port property.

November 19, 1962

LETTER: Lindas to Dick--Reports that Smith met with Hall pursuant to suggestions of Chairman Jackson and Dr. Vogt.

November 21, 1962

LETTER: Dick to Lindas—Agrees that Smith and Hall should continue to discuss problem. Dick will let us know. Hall appraisal submitted so further discussion can be made.

November 27, 1962

LETTER: Smith to Hall--Forwards Right of Way map, third amended complaint, and correspondence reflecting our separate agreement with Cont. Grain Company.

November 28, 1962

Filed third amended COMPLAINT.

November 29, 1962

LETTER: Dick to Sollis—Requests additional copies of third amended complaint, one for each Port Commissioner.

December 31, 1962

LETTER: Smith to Hall--Forwards General Appraisal Report and answers questions regarding high speed overhead conveyor construction.

January 30, 1963

LETTER: Patterson to Dick--Advises that reply will be made to matters raised in motion against third amended complaint.

February 7, 1963

LETTER: Patterson to Dick--Authorizes changes in language of third amended complaint.

February 20, 1963

LETTER: Dick to Patterson--Request easement for construction of high speed overhead conveyor.

February 26, 1963

LETTER: Patterson to Dick--We will grant permit for construction of high level conveyor.

March 19, 1963

LETTER: Lindas to Parsons--Requests authority to employ Ivan Block for study.

March 31, 1963

LETTER: Kimsey, Port Manager, to Lindas--Forwards resolution adopted by Wasco County Planning Commission and The Dalles City Planning Commission on July 7, 1958.

April 2, 1963

LETTER: Dec to Cooper--Approves employment of Ivan Block for special study.

April 17, 1963

LETTER: Dick to Lindas--Requests that new construction of low level conveyor housing provide a flood gate at lower end.

May 2, 1963

Appraisal CONFERENCE in Lindas' office (See Smith Report). -attached

May 8, 1963

LETTER: Wright to Mathias--Requests authority to employ experts to evaluate development costs of Port lands.

May 9, 1963

LETTER: Parsons to Cooper--Approves employment of Dames and Moore to study costs of filling in Port property.

June 11, 1963

LETTER: Dick to Lindas--Reports contractor has sought permission to make haul road across Union Street approach to Docks. Asks Department to make a formal written proposal.

June 12, 1963

LETTER: Smith to Carroll Hall--Reports difficulty in getting all appraisers together for a meeting.

June 26, 1963

Johansen
LETTER: Johnsen to Dick--Requests Port to Permit contractor to cut trestle leading from Union Street to Port Docks in order to construction haul road. Contractor to be liable to Port Commission.

June 28, 1963

APPRAISAL CONFERENCE Portland (See Smith Memo)

July 12, 1963

LETTER: Roger Dick to Lindas--Requests information of our plan of reconstruction of low level conveyor housing.

July 15, 1963

LETTER: Patterson to Dick--Details of reconstruction of low level conveyor housing.

July 24, 1963

LETTER: Lindas to Dick--Reports apparently hopeless stalemate after meeting between our appraisers and theirs.

July 31, 1963

LETTER: Vogt to Gov. Hatfield--Complaint relative to treatment of the Port Commission and our handling of the negotiation.

August 7, 1963

LETTER: ~~Lindas from Dick~~--Consider negotiations still open.
Dick to Lindas

August 9, 1963

TELEPHONE CALL: Lindas to Dick--In an effort to discover least figure acceptable to Port Commission. Dick will check, and submit figure. Will also ask that Highway Commission and Port Commission confer.

September 6, 1963

MEETING in Portland between State Highway Commission and Port Commission of The Dalles.

LETTERS REGARDING HIRING OF INDEPENDENT APPRAISERS

September 10, 1963: Lindas to Parsons

September 23, 1963: Smith to Ford, Bacon and Davis

September 24, 1963: Smith to Ebasco

September 24, 1963: Smith to American Appraiser Company

September 26, 1963: Stone and Webster to Smith

September 27, 1963: Ford, Bacon & Davis to Smith (Telegram)

September 27, 1963: Ebasco to Smith

October 1, 1963: Ford, Bacon & Davis to Smith

October 1, 1963: Ford, Bacon & Davis to Lindas

October 3, 1963: Lindas to Parsons

October 3, 1963: Ebasco to Smith

October 8, 1963: Lindas to Dick

October 9, 1963: Dick to Lindas

October 11, 1963: Lindas to Dick

October 15, 1963: Parsons to Cooper

October 21, 1963: Lindas to Dick

October 24, 1963: Dick to Lindas

November 4, 1963: Cooper met Whitton in Washington, D.C.

November 12, 1963: Whitton to Cooper

November 14, 1963: Dick to Lindas

November 18, 1963: Lindas to Dick

FORM 2-30 50M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 2, 1963

To: MEMO TO FILE

SUBJECT: MEETINGS ATTENDED WITH PERSONS REPRESENTING THE PORT OF THE DALLES

File No. 30555-Port of The Dalles
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

August 14, 1962

On this date Leonard I. Lindas and myself met with William Dick and Carroll Hall in Mr. Dick's office in The Dalles. Our conversations did not consider amounts of money but was related basically to assumptions. In this meeting nothing was revealed in respect to our theory of approach to value regarding our taking from the Port of The Dalles. Mr. Hall and Mr. Dick presented the idea of reproduction as a basis of approach to value. We agreed that any reasonable approach should be pursued.

May 2, 1963

A meeting was held in Leonard I Lindas' office. In attendance were Walter T. Wright, Jean Ewen, C. J. Mathias, myself, and others from the Highway Department. From the Port of The Dalles was William Dick, Dr. Vogt, Carroll Hall and one other member of the Port Authority Commission. At this meeting Mr. Hall explained his approaches to value and how he was able to arrive at some $460,000 for the value of the taking. During the meeting Mr. Dick made the statement that they had given us the details of their appraisal and how they arrived at it but as of now the State had not made clear to the members of the Port Commission how they had arrived at their estimate of the value of the taking. I explained to Mr. Dick that we had taken a very simple approach of investigating the market through sales of land in the Port area, made such adjustments as were necessary to bring these sales into comparability with the taking from the Port and thus arrived at an estimate of value of the taking. In this meeting it was mutually decided that the appraisers for the State and Mr. Hall with myself and Jean Ewen should hold a meeting to further discuss appraisal approaches and to see if through this discussion there might be a meeting of the minds of the appraisers as to the value of the taking.

June 28, 1963

This meeting was held in Ralph Walstrom's office in Portland. Those in attendance were Carroll Hall, Ralph Walstrom, Leroy Draper, Elmer Kolberg, Jean Ewen, and myself. To get the meeting started I made the statement that apparently there was a difference of opinion among the appraisers as to what might be the highest and best use of the Port's remaining land after our taking. Mr. Hall presented his method of appraisal and method of arriving at the value of the remainder in considerable detail. The appraisers for the State explained their method of appraisal in detail. There was no indication on the part of any of the appraisers that there could possibly be a meeting of minds as to the value of the taking. This meeting lasted three hours.

CARL E. SMITH
Appraisal Supervisor

CES:jis

cc Mr. L. I. Lindas

FORM E-30 50M 8-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 4, 1963
Salem, Oregon

SUBJECT: State of Oregon v.
Port of The Dalles

To: R. L. Porter
Deputy State Highway Engineer
Building

You have requested that I prepare a letter for the signature of Mr. Cooper, directed to the Port of The Dalles, which will explain in brief terms the history of our attempted negotiations with the Port of The Dalles for Port property to be used in connection with the construction of Interstate 80 through the City of The Dalles. I would suggest a letter as follows:

Dear Mr. Vogt:

I have your letter of November 19, relative to your complaint of the method in which this Department has dealt with the Port of The Dalles in an effort to reach an amicable solution to the problems that have developed in our acquisition of Port property for the construction of Interstate 80 through the City of The Dalles.

I am not only surprized, but I am somewhat disturbed by your unsupported allegation that this Department has treated you with contempt.

If there ever was a case in which every effort was being made to resolve our differences, this is such a case, and I am attaching hereto a negotiation record some 14 pages long to show the extent to which we have gone in an effort to resolve the matter before us.

It appears to me, from the record attached, that this Department has bent over backwards in an effort to reach an agreement in the case where the demands of the owner are in excess of $375,000 more than the offer. Your assumption that our appraisers, whom I believe to be most capable, are completely wrong and yours are completely right does not justify the tone of this letter and others that you have written along the same line. My own opinion is that your letter is not only without basis, in fact, it is also insulting.

The record attached does not substantiate your further allegation that you have at no time resorted to the use of politics. See items under dates of February 6, 1961, March 17, 1961, October 20, 1961, November 16, 1961, and July 31, 1963.

Nevertheless, the Highway Commission instructed us quite some time ago to endeavor to resolve these matters, and as you know, the Bureau of Public Roads must also be satisfied with any settlement that we make.

I am sure that after you have read the negotiation record attached hereto you should come to the conclusion that this Department is endeavoring to reach a settlement that we can justify. You must remember that we are just as answerable to the citizens of the State of Oregon for the method in which we expend public monies as you are to the Port of The Dalles in agreeing to any settlement. If you will keep that in mind and know that both sides are endeavoring to reach a conclusion that we can both live with, you will then find there is no necessity to write a letter of the tone and import that yours conveyed.

Mr. Porter, I hope this suggested letter meets with your approval.

L. I. Lindas
Chief Counsel

LIL:jm
Enc.

RECEIVED
DEC 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 3-63 48607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 2, 1963

To: MEMO TO FILE

SUBJECT: MEETINGS ATTENDED WITH PERSONS REPRESENTING THE PORT OF THE DALLES

File No. 30555-Port of The Dalles
The Dalles-Big Eddy Section
Columbia River Highway
Wasco County

August 14, 1962

On this date Leonard I. Lindas and myself met with William Dick and Carroll Hall in Mr. Dick's office in The Dalles. Our conversations did not consider amounts of money but was related basically to assumptions. In this meeting nothing was revealed in respect to our theory of approach to value regarding our taking from the Port of The Dalles. Mr. Hall and Mr. Dick presented the idea of reproduction as a basis of approach to value. We agreed that any reasonable approach should be pursued.

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CARL E. SMITH
Appraisal Supervisor

CES:jis

cc Mr. L. I. Lindas

PORT OF THE DALLES

THE DALLES, OREGON

"An Inland Seaport Serving an Empire"

COMMISSIONERS

PAUL R. VOGT, PRESIDENT
DAVID H. LARSEN, VICE-PRESIDENT
ELTON EBY, SECRETARY
ROBERT C. HAMPTON, TREASURER
PAUL KORTGE

MANAGER

DOLPH D. KIMSEY

19 November, 1963

Mr. Forrest Cooper
Chief Engineer
Oregon State Highway Department
Salem, Oregon

Dear Forrest:

Perhaps you are not aware of it, but the contractors have completed the freeway fill at the foot of Union Street at the site of the old approach to the Port Building. This has been completed during the past few days, apparently indicating again the fact that no pedestrian traffic will be available beneath the freeway.

It would have been much appreciated if we had been notified that no action would be taken on any of the differences we discussed with Mr. Morgan when he was up here recently. This sort of thing makes us feel that we have been ignored in a not too subtle manner. The problem to me that is continually posed is, why. For two years, I have wondered how we can develop some rapport with your organization that might resemble doing business with any responsible private business firm. We wonder if we have done something to irritate you or whether this is the normal method by which the highway department operates. Most people do not like to be treated with contempt, and we are no exceptions.

I do wish that you would advise me of the appropriate method of contacting your department in such a way that we will receive an answer to a question, whether yes or no.

On several occasions, men have come to The Dalles, looked over our situation, have reviewed some of our minor problems, and these people have been without responsibility and without authority to make any changes which, even though minor, would be appreciated on this level.

As you know, we represent tax payers here, and we feel that they are entitled to some consideration. We have been doing our best to negotiate a settlement of our differences with the highway department. We have at no time resorted to use of the press or politics, and we have felt that settlement in court without adequate effort is not morally proper. Perhaps we are being rather stupid to take this approach. We still will continue to do everything in our power to pursue a sensible and reasonable settlement.

I would certainly appreciate hearing from you relative to your feelings as to the minor problems which we discussed with Mr. Morgan when he was here a couple of weeks ago.

Copy to Commission

NOTED
FORREST COOPER

I am sorry to bother you with this letter, and I would like to thank you for any consideration which you might give these matters at hand. Incidentally, if you have an extra copy available, I would appreciate a copy of Transportation Act which governs the Bureau of Public Roads in the building of the freeways.

Thank you again.

Sincerely,

Paul R. Vogt, M. D.

PRV:ps

RECEIVED
NOV 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20235

NOV 12 1963

IN REPLY REFER TO:
39-01

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem 10, Oregon

THROUGH: Mr. B. M. French Ben French
Mr. A. W. Parsons A. W. Parsons

Dear Forrest:

On November 4 you left with me a copy of an interdepartment memorandum dated October 30 with which its attachments discussed the necessity for further appraisals on the property to be taken from the Port of The Dalles in connection with the development of I-80N along the Columbia River. You asked for specific answers to two questions:

1. Will Public Roads participate in further appraisal?
2. Will Public Roads give credence to any new appraisal?

Concerning the first question, we cannot but concur with our field offices that the three appraisals already made by reputable MAI men from the immediate area are sufficient for a valid determination of value. We recognize, however, that the instructions under which a current appraisal will be made are considerably different from those under which the original appraisals were completed. We would recommend that you order reexamination by the three appraisers formerly employed but we are agreeable to a fourth appraisal if it is made as an independent endeavor by the Oregon State Highway Department. We are unwilling to participate in an appraisal undertaken jointly for the Port of The Dalles and the Highway Department. We have had very poor experience with appraisals made jointly for a property owner and the State Highway Department since the instructions to the appraiser are bound to be confused by the desires of both parties. A result sometimes is an attempt to arrive at a compromise figure. We are interested in a completely independent and impartial value determination.

In answer to your second question, Public Roads will, of course, give credence to any responsible appraisal information regardless of its source. We cannot agree that we will accept as a basis for

NOTED
FORREST COOPER

settlement the value determination by the fourth appraiser any more than we can agree to accept any other appraisal before it is made. We shall work with the Department in an effort to arrive at a proper offer to the Port of The Dalles taking into account all of the information available to us.

I believe that on the basis of this letter, Division Engineer Parsons and yourself will be able to work out a proper future course.

Sincerely yours,

Rex M. Whitton

Rex M. Whitton
Federal Highway Administrator

PORT OF THE DALLES
THE DALLES, OREGON
"An Inland Seaport Serving an Empire"

COMMISSIONERS
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ELTON EBY, SECRETARY
ROBERT C. HAMPTON, TREASURER
PAUL KORTGE

MANAGER
DOLPH D. KIMSEY

2 November, 1963

Mr. Forrest Cooper
Chief Engineer
Oregon State Highway Department
Salem, Oregon

Dear Forrest:

Yesterday, the representative of your department, Mr. R. W. Morgan was here, and I met with him and our Port Manager and we showed him the site and the problems, about which I have spoken to you, and I imagine he will report to you his findings.

I appreciate very much your sending him up to look the situation over because I believe it will help greatly in settling many of the minor differences that we have and a good deal of the concern that we have about the manner in which the job is being done, both as the details effect the port building and the small boat basin.

Thank you again, and I would like to assure you that anything which you might do to help us in solving some of our minor problems would be most appreciated.

For [illegible]

Sincerely,

Paul

Paul R. Vogt, M. D.
President
PORT OF THE DALLES

PRV:ps

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NOV 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV - 6 1963
OREGON
STATE HIGHWAY COMMISSION

FORM E-50 80M 3-63 69607

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1963

NOTED
LLOYD B SHAW

SUBJECT: Dr. Paul R. Vogt Complaint Re
Port of The Dalles Conveyor Tunnel

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

In compliance with your letter of October 29, 1963 regarding subject complaints, please be advised that a meeting was held October 31 at 12:30 P.M. at the Port of The Dalles which was attended by the following people:

Dr. Paul R. Vogt, President, The Dalles Port Commission
Mr. Joe Reed, The Dalles Port Elevator
Mr. Dolph Kimsey, Manager, Port of The Dalles
Mr. N. D. Krehbiel, Resident Bridge Engineer, O.S.H.D.
Mr. Vernon E. Shull, Resident Engineer, O.S.H.D.
Mr. F. D. Morgan, Construction Engineer, O.S.H.D.

Subjects referred to by Dr. Vogt were as follows:

1. Leaks in the roof at the pipe through which the conveyor passes. These leaks had been waterproofed by personnel of the engineering department and it was agreed that they were basically satisfactory but that if any new leaks developed, the problem would be referred to Mr. Shull, Resident Engineer, and that steps would be taken to close said leaks. ✓

2. A request was made for additional timbers in the roof of the timber testle constructed under this contract. The roof will certainly be subject to some teenage people walking across same. The roof was felt to be unstable and that dame would occur. The Resident Engineer was advised to take steps to replacing reinforcing in the roof; this reinforcing to be done by placing additional headers between the rafters of the roof and thus steadying the roof. This will be done and this seemed to satisfy the complaint of the Port Commission. ✓

3. The problem of cleaning debris caused by floods was raised. The previous trestle was subject to flooding and deposits of sandy silt to a possible depth of 1 foot had occurred in the past. This silting was of such

consistency that the material had to be removed by shoveling. The old trestle had windows in numerous places which permitted throwing of the silt through the windows and removing same. On the portion which runs through the corrugated metal pipe and concrete floor, the Port Commission felt that the disposing of the debris would be handicapped to a large extent from lack of windows through which to throw material over the side.

The problem of flooding was also discussed. The Port Commission requested that bulkhead be established in the northerly end of the corrugated metal pipe which would exclude water entirely. It was pointed out to them that if the elevation of the river rose to past heights and the culvert were empty, hydrostatic pressure of water on the outside of the pipe would probably blow same through the roadbed surface.

The recommendation for a solution was to sandbag this pipe at the northerly end but still permit water to fill the tube in the pipe. This water would be filling, contain very little sand and silt, and should be subject to cleaning by pressure hose.

The southerly end of the tube where it connects to the elevator is positioned such that there is a framework where a water-tight bulkhead can be installed. This has been done in the past by the Port Commission and must continue to be so done.

4. Dr. Vogt again raised the problem of providing a pedestrian passageway from the southerly side of the access controlled freeway to a point which would provide access to the warehouse, this passageway to be for pedestrian traffic. Reference was made to your letter wherein you advised Dr. Vogt and the Port Commission that the construction of this pedestrian passageway was contrary to public interest and could not be constructed. I advised Dr. Vogt, however, that I would again raise the question of establishment of a pedestrian tunnel to provide foot traffic access from the heart of town to the warehouse. This being a policy matter, I would leave that matter of decision to you.

The meeting held in conjunction with the above was conducted in a very friendly manner. There seemed to be no deep feelings of futility other than that Dr. Vogt did indicate that he had trouble finding someone that could make a decision regarding complaints of the Port Commission.

In addition to the above-mentioned complaints, discussion was had regarding facilities to be provided at the boat basin. Power, telephone and water were to be connected either October 30 or 31. Whether this was actually accomplished I do not know at this time. Other minor matters were raised by Dr. Vogt and Mr. Kimsey, but it was felt that the accomplishment of the remaining items in conflict at the boat basin could be handled quite satisfactily by cooperation between Mr. Shull, Resident Engineer, and Mr. Kimsey, Manager of the Port.

I believe this is basically what was discussed during the meeting.

F. D. Morgan
Construction Engineer

FDM:fp
cc Dean Swift
Vernon Shull
N. D. Krehbiel

RECEIVED
NOV 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
October 29, 1963

Mr. F. D. Morgan
Construction Engineer
Building

Dr. Paul R. Vogt
Complaint re Port of
The Dalles Conveyor
Tunnel

Dr. Vogt has contacted Mr. Cooper and indicated the inspections previously made of the subject are inaccurate and do not bring out facts which he alleges show poor construction by our contractor.

Please make arrangements to have Dr. Vogt, Vern Shull, Manager of Port of The Dalles, and some person of authority in the grain elevator south of the freeway at the elevator site, present at a meeting to inspect all points with which the Doctor finds fault. You should also be present and, if possible, I will plan to accompany you.

The inspection of the conveyor and tunnel should take place at the earliest possible date and must be done with the Doctor present to personally point out any faults he believes exist. Also, arrange to have a list made of any such faults and the Doctor's signed acknowledgement that these constitute the total shortcomings of our installation.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

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DEC 9 - 1963
FOR FILING

Forrest Cooper

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 5, 1963

William G. Dick
Attorney at Law
5th & Washington
The Dalles, Oregon

Re: State of Oregon
vs.
Port of The Dalles
L-3866 R-3[illegible]555

NOTED
R.L PORTER

Dear Bill:

After my conversation with you the other day, I again got in touch with the Highway Commission relative to the employment of Ford, Bacon & Davis to do an independent appraisal of the Port of The Dalles property, in line with the Commission's agreement with the Port of The Dalles.

While we feel that the most competent firm to do the appraisal is EBASCO Services, nevertheless the Commission has bowed to the Port's insistance that Ford, Bacon & Davis be employed.

As you know, we must comply with the rules of the Bureau of Public Roads in connection with the employment of appraisers and they have outlined certain standards that must be followed in the employment of Ford, Bacon & Davis. I therefore enclose for your review the proposed agreement with this firm for the providing of appraisal services and an economic study. After you have had a chance to review this proposed agreement, I would appreciate it if you would expeditiously return it to me so that we can forward it to Ford, Bacon & Davis for their

Porter

NOTED

William G. Dick
December 5, 1963
Page 2

consideration.

If this is acceptable to them, I will notify you when they will be in Salem to discuss this matter so that you may be present if you so desire.

With kind personal regards, I remain

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:bp
Enc.
cc: Forrest Cooper
Walter T. Wright

RECEIVED
DEC 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

PROPOSAL TO PROVIDE APPRAISAL SERVICES AND ECONOMIC STUDY

In consideration of the sum of $4,200 which includes the total of the fee for the economic study, travel, lodging, and other incidental items, we, Ford, Bacon & Davis, Inc., 2 Broadway, N.Y. 4, New York, the undersigned do hereby propose and agree to:

A. Study the physical properties of the Port of The Dalles which have been affected by the construction of the Columbia River Highway.

B. Study the operations and the books and operating records of the above described properties.

C. Select, with your concurence, a qualified real estate appraiser to prepare a properly documented real estate appraisal for the real estate taken and damages to the remainder. The fee for said appraiser is to be in addition to the amount of $4,200 heretofore quoted. We agree to submit a commitment from the real estate appraiser for the amount of his fee prior to the commencement of his work. We also agree to submit a statement of his qualifications for the files of the Oregon State Highway Department.

D. Submit to the Oregon State Highway Department four copies of the report of our conclusions combined with the real estate appraisal in respect to just compensation for the taking. Said conclusions are to be based upon applicable Oregon law to the best of our ability and with conformity to applicable legal rulings provided by the Chief Counsel of the Oregon State Highway Department.

WE FURTHER AGREE:

1. To make a personal inspection of the subject property and to verify with the grantor and/or grantee and/or the real estate firm involved in the transaction all sales used in connection with the evaluation process of the subject property and attempt to learn the amount of money involved and the motives of both buyer and seller.

2. To furnish our independent, personal opinion of value with the understanding that we may use other persons for gathering preliminary information and for the appraisal of the real estate.

3. To sign the Certification (copy attached) appended to each appraisal submitted and to keep all information confidential in accordance with the Certification.

4. To provide adequate documentation to support our conclusions of value for each appraisal approach used and particularly to the appraisal approach which we consider to be most indicative of market value. Additional documentation will be provided without further cost if the appraisal is inadequately documented.

5. To make no charge when any appraisal requires correction because of arithmetical errors.

6. To submit a complete appraisal, and no charge is to be made for additional incidental information which properly should have been in our original report. We are aware of the Appraisal Review procedure of the Highway Department, and when there are dificiencies on our part, we will provide the added information to the Reviewing Appraiser without added cost, if the information should have been in our original report.

7. We agree to provide the following additional services which will be charged at the following rates if this matter resolves to litigation:

(a) Pre-trial conferences:
$____________________ per 8 hour day.

(b) Expert witness fees:
$____________________ per 8 hour day.

Charges for fractional days will be prorated on the basis of the

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$____________________per 8 hour day.
(b) Expert witness fees:
$____________________per 8 hour day.

Charges for fractional days will be prorated on the basis of the daily rate. Travel expenses, meals and lodging to be added as a separate item.

8. To make no charge to the State in the event we are subpoeanaed by the adversary parties for depositions or testimony.

9. That the Oregon State Highway Department may cancel this agreement at will on written notice by mail and we will then invoice the State only for those services rendered prior to the receipt of the cancellation notice. All work accomplished at the time of cancellation shall be confidential and will be delivered to the State.

10. That this contract may be revised in writing by mutual agreement and consent.

11. Not to accept any assignments for appraisal services for properties in which any of our employees or we have a financial or personal interest. We will immediately notify the Oregon State Highway Department in event a conflict of interest develops. Under these conditions we will expect to be paid only for costs incurred prior to the discovery of the adverse interest.

12. To deliver our completed appraisals on or before February 1, 1964. In the event of unavoidable delays beyond my control, we agree to submit in writing the nature of such delay to the Appraisal Supervisor and arrange for a reasonable extension of the delivery date.

13. To warrant that we have not employed or retained any company or person, other than a bona fide employee working solely for us to solicit or secure this agreement and that we have not paid or agreed to pay any company or person, other than a bona fide employee working solely for us, any fee, commission, percentage, brokerage fee, gifts, or any other consideration, contingent upon or resulting from the award or making of this agreement. For breach or violation of this warranty, the State shall have the right to annul this agreement without liability.

14. That should there be a dispute concerning a question of fact in connection with the work not disposed of by this agreement between us and the Oregon State Highway Department, an effort shall be made to resolve the dispute by negotiation in good faith.

15. That on this appraisal assignment we will act as independent contractors, not as employees of the Oregon State Highway Department and will be subject to the law governing independent contractors. We further agree to save the Oregon State Highway Department harmless from all claims and liability due to activities of ourselves, agents or employees.

16. Not to sublet or transfer any of the work contained in any appraisal assignment except as heretofore provided.

17. That in submitting this proposal we understand the Oregon State Highway Department agrees to furnish the following information:

(1) Name of owner. (2) Right of way file number. (3) Name of Highway. (4) County. (5) Area map. (6) Legal description. (7) The area to be acquired.

18. Delays due to the inability of the Highway Department to provide engineering will have the effect of extending the delivery date but not to increase the dollar amount of the fee. Engineering help will be provided by State on the site to assist the appraiser in reasonably locating the various parcels.

Date December 4, 1963

Approved
Oregon State Highway Commission
L. I. Lindas
Chief Counsel

By________________________

____
Signed

____
Firm Name

____

____
Address

AFFIDAVIT OF APPRAISER

State of Oregon)
) ss:
County of____________________)

______________________________, being duly sworn, deposes and says:

That I have personally inspected the property herein appraised on

______________________________, (dates).

That to the best of my knowledge and belief the statements contained in the appraisal hereinabove set forth are true, and the information upon which the opinions expressed therein are based is correct; subject to the limiting conditions therein set forth.

That I understand that such appraisal is to be used in connection with the acquisition of right of way for a highway to be constructed by the State of Oregon with the assistance of Federal-aid highway funds and that such appraisal has been made in conformity with the appropriate State laws, regulations, and policies and procedures applicable to appraisal of right of way for such purposes, and that to the best of my knowledge no portion of the value assigned to such property consists of items which are noncompensable under the established law of said State.

That neither my employment nor my compensation for making this appraisal and report are in any way contingent upon the values reported herein.

That I have no direct or indirect present or contemplated future personal interest in such property or in any benefit from the acquisition of such property appraised.

That I will not reveal the findings and results of such appraisal to anyone other than the proper officials of the State Highway Department of said State or officials of the Bureau of Public Roads until authorized by State officials to do so, or until I am required to do so by due process of law, or until I am released from this obligation by having publicly testified as to such findings.

____
Witness

____
Signature

IN WITNESS WHEREOF, the said ____________________________ has hereunto set his hand and seal.

Subscribed and sworn to before me this ______ day of ____________________ 19___.

____
Notary Public

SEAL

My Commission expires____________________________.

RAILROAD COMPANIES
FILE No. 12

RECEIVED
DEC 17 1963

FOR FILING

C 180

Salem, Oregon
December 4, 1963

Agenda Item 4-k
Supplemental Agreement
The Dalles Section
Columbia River Highway
Wasco County

Mr. L.I. Lindas
Chief Counsel
Office

Attention: Mr. J.N. Hershberger

Attached are two copies of an agreement with the Union Pacific Railroad Company concerning The Dalles project on Interstate 80-N in Wasco County. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM E-129X 50M 9-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 14, 1963

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Re: Supplemental Agreement
The Dalles Section
Columbia River Highway
Wasco County

ATTENTION: Mr. G. H. Baker

Gentlemen:

We have reviewed the supplemental agreement between the Oregon-Washington Railroad and Navigation Company and the State Highway Department which covers a portion of The Dalles Section of the Columbia River Highway. This is satisfactory as written with the exception of the descriptions of parcels 14-A and B of Exhibit "G".

These descriptions are involved with the Sunshine Biscuit Company property which the State is to acquire and transfer to the railroad. A deed has been obtained by the State, but due to objections regarding access a correction deed will be necessary. The description used for acquiring right of way from the Sunshine Biscuit Company was a centerline description based on the relocation of track #200, whereas the descriptions furnished by the railroad are metes and bounds descriptions which cover approximately the same right of way.

If we change the description of the property from a centerline description to a metes and bounds description, we must certify to the Biscuit Company that these descriptions cover exactly the same property. We have attempted to stake this property, as described in your metes and bounds description, in the field but it differs slightly from the centerline description on which the property was acquired by the State. We have spent considerable time on this detail trying unsuccessfully to determine a metes and bounds description which may be staked in the field and conforms exactly to the centerline description of the property originally acquired from the Biscuit Company.

In view of the complexity of this situation and the difficulty we have had in reconciling the metes and bounds description with the centerline description as originally acquired, we feel the best way to handle this property acquisition and transfer is to use the centerline description originally drawn.

Attached you will find four (4) copies of our description of this property for your use.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
Attachments

cc: A. W. Parsons
R. L. Porter
L. P. Shaw
L. H. Young
W. T. Wright
Dean Swift
Floyd Scott

RECEIVED
MAY 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 4 - 1963
FOR FILING

Adm.

U.S. Gov't

Dept of Int

Bur of Reclam.

December 3, 1963

Oregon State Highway Commission

Gentlemen:

On the agenda for the December 18 meeting will appear the matter of entering into the fourth supplemental agreement with the U. S. Bureau of Reclamation covering that agency's The Dalles project. The original and prior supplements cover easements granted to the Government for irrigation facilities on various highway rights of way in and around The Dalles. This supplement is to cover an irrigation pipeline crossing at Mile Post 1.0 on The Dalles-California Highway in Wasco County.

The agreement appears to be in order. I recommend that it have your approval and that you authorize the Secretary to sign in your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. I. Lindas
F. D. Morgan

RLP:ms bbc

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FOR FILING
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6180

Salem, Oregon
November 26, 1963

Mr. L. I. Lindas
Chief Counsel

BUILDING

Mr. Cooper has requested that a letter to the Port of The Dalles for his signature be prepared which will explain in as brief terms as possible the history of our attempted negotiation for Port property in connection with the City of The Dalles Interstate project.

Attached is a copy of a letter recently received from Dr. Paul R. Vogt, President of the Port of The Dalles, in which he alleges irresponsibility on the part of the Department. Insomuch as this has largely been a negotiation by the Right of Way Department, will you please put together a draft of a letter for the Highway Engineer's consideration.

On November 22, the Highway Commission directed that we attempt to secure the Port's approval in a joint appraisal from Ebasco Services. Insomuch as the Port is a public body, the Commission feels that there should be a joint effort in endeavoring to arrive at a true market value and the Commission issued this instruction with a full understanding that Bureau of Public Roads participation in the cost of the appraisal will not be forthcoming. Should the Port of The Dalles not approve an appraisal by Ebasco, we are to proceed on our own, secure Bureau approval, and order an appraisal from this firm.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
attach.
cc Mr. Forrest Cooper

RECEIVED
NOV 26 1963
FOR FILING

6180

November 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 14, covering installation of overhead electrical service and extend water service line on The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180 in connection with Federal-Aid Project No. I-80N-3(27)81.

Due to change from wood piling to steel piling it is necessary to build overhead frames for the electrical service along the floating walkways as required by the electrical code. Also it is necessary to extend the existing water service line along the new walkway.

This work was verbally recommended for approval by the BPR Area Engineer and the Field authorized to proceed November 15, 1963. Your approval of the order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

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NOV 21 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(17)

6180

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 20, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Miscellaneous Permit # 778
The Dalles Section
Columbia River Highway

Dear Sir:

In answer to your request of October 16th enclosed find three copies each of the subject permit and sketch map showing the curb and walk encroachment.

It is felt that curbs walks and landscape area are definitely placed in the proper location to be in the public interest. If at some future date it becomes necessary to construct curbs and walks on this frontage road due to commercial build up said curbs and walks will be constructed in the public right of way. This I believe you will agree is standard practice. If the curbs and walks in question were to have been built on private property it would then be necessary for the Highway Department to reconstruct said facilities on the highway right of way. This then would be a duplication of effort costing unnecessary funds. As now constructed the facilities can be left unchanged with a definite saving to the State and, in turn, to the public.

We respectfully request your concurrence on allowing this facility to remain on Highway right of way to be in the best public interest.

Very truly yours

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

Attach
DNS:jp

cc: General Files ✓

9

RECEIVED
NOV 20 1963

FOR FILING

6180

November 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 7, supplemental, Account No. 234, covering horizontal drains on The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180, in connection with Federal Aid Project No. I-80N-3(27)81.

This work is necessary to drain slide area to stabilize the roadway. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

The original order was approved by the BPR on September 13, 1963. Your approval of this order as of that date on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $6,000.00, with Federal participation of $5,400.00

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enclosure

DBP:ia

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NOV 15 1963

FOR FILING
I-80N-3(2[illegible]

6180

November 14, 1963

Oregon State Highway Commission

Gentlemen:

On the agenda for the November 22 Highway Commission meeting will appear the matter of entering into a supplemental agreement with the Union Pacific Railroad Company in reference to The Dalles Project on Interstate 80-N in Wasco County.

This supplemental agreement largely covers corrections in descriptions and also includes an estimate for constructing a grade crossing for the benefit of the contractor. The estimated cost of this grade crossing is $1,420 and under terms of the contract is recoverable from the contractor.

I recommend that this have your favorable consideration and that you execute the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
L. I. Lindas
C. H. Maison

RLP:ms bbc

RECEIVED
NOV 1 4 1963
FOR FILING

November 14, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 13-Supplemental to cover the salvage of gates and barricades from old trestle and reinstall them on new trestle on The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180 in connection with Federal-Aid Project No. I-80N-3(27)81.

Additional work is necessary in the salvage and reinstallation of these gates and barricades. The original order was approved by the BPR October 8, 1963.

This supplemental order was verbally recommended for approval by the BPR Area Engineer November 8, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb
Enc.

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NOV 19 1963

FOR FILING
I-ON-36
6180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
November 13, 1963

SUBJECT: Sprinkler System
Port of The Dalles

To: Mr. F.D. Morgan
Construction Engineer
State Highway Dept.
Salem, Oregon

I attended the regular Port Commission meeting last evening in Company with Mr. Eickenberry of The Viking Automatic Sprinkler Co.

The Commission agreed to accept the entire sprinkler & water main installation with no penalty to eith er the Viking Co. or the State.

I received no complaints of any kind other than the Commission President, Dr. Vogt, asked if their request for the pedestrian undercrossing had been forgotton.

Nearly all persons present grumbled some about the long distance to drive from down town to the Port.

The new walkways & progress in restoring facilities to the Boat Basin was informally discussed with no complaints to me.

Vernon E. Shull
Vernon E. Shull
Resident Engineer

cc: Dean Swift

NOTED
LLOYD P. SHAW

CONSTRUCTION DIVISION
RECEIVED
NOV 1[illegible] 1963

RECEIVED
NOV 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 18 1963

FOR FILING

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem 10, Oregon

39-01

THROUGH: Mr. S. H. French
Mr. A. W. Parsons

Dear Forrest:

On November 4 you left with me a copy of an interdepartment memorandum dated October 30 with which its attachments discussed the necessity for further appraisals on the property to be taken from the Port of The Dalles in connection with the development of I-80N along the Columbia River. You asked for specific answers to two questions:

1. Will Public Roads participate in further appraisal?
2. Will Public Roads give credence to any new appraisal?

Concerning the first question, we cannot but concur with our field offices that the three appraisals already made by reputable MAI men from the immediate area are sufficient for a valid determination of value. We recognize, however, that the instructions under which a current appraisal will be made are considerably different from those under which the original appraisals were completed. We would recommend that you order reexamination by the three appraisers formerly employed but we are agreeable to a fourth appraisal if it is made as an independent endeavor by the Oregon State Highway Department. We are unwilling to participate in an appraisal undertaken jointly for the Port of The Dalles and the Highway Department. We have had very poor experience with appraisals made jointly for a property owner and the State Highway Department since the instructions to the appraiser are bound to be confused by the desires of both parties. A result sometimes is an attempt to arrive at a compromise figure. We are interested in a completely independent and impartial value determination.

In answer to your second question, Public Roads will, of course, give credence to any responsible appraisal information regardless of its source. We cannot agree that we will accept as a basis for

copy to Lindas

settlement the value determination by the fourth appraiser any more than we can agree to accept any other appraisal before it is made. We shall work with the Department in an effort to arrive at a proper offer to the Port of The Dalles taking into account all of the information available to us.

I believe that on the basis of this letter, Division Engineer Parsons and yourself will be able to work out a proper future course.

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator

cc: Mr. B. M. French, Regional Engineer
Mr. A. W. Parsons, Division Engineer

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NOV 1 1963

FOR FILING

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6150

Salem, Oregon
October 30, 1963

Port of The Dalles

Mr. Forrest Cooper
State Highway Engineer

OFFICE

Our condemnation against the Port of The Dalles is based on the following appraisals:

Elmer Kolberg	$122,710
Jeffrey Holbrook	$136,000
LeRoy Draper	$138,165

These estimates of value contain the following:

$48,000 to reconstruct trestle which is not now considered because State is constructing frontage road.

$28,695 to reconstruct boat basin which State is doing under the contract.

$21,265 to relocate parking lot which State is doing under the contract.

$21,000 as damages to wharf and office building which are eliminated by construction of frontage road.

Since the appraisals were prepared an additional parcel was added to the taking. This contains 0.4 acre and is valued at $975.

Using Mr. Draper's appraisal, adding the $975 and subtracting the other items, we arrive at:

```
   $138,165
+       975
-    48,000
-    28,695
-    21,265
-    21,000
   --------
   $ 20,180  the amount of final offer.
```

As you know, the Port is very dissatisfied with this proposition and has had the acquisition appraised by Mr. Carroll Hall, an MAI of Seattle. Mr. Hall's idea of value is $436,000.

Because of the violent discrepencies between the Port's and the State's appraisers, a joint meeting was recently held between the Port of The Dalles Commission and the Highway Commission in an effort to arrive at some sort of reconciliation. It was decided that an appraiser, or an appraisal firm, of national reputation would be secured who is completely unbiased in this matter and the expense of this work would be shared equally by the Port and the State.

The matter was presented to the Bureau of Public Roads and on two occasions the Bureau has refused to participate in the State's share of the cost. While it has not said so in so many words, we are afraid that the BPR may not be willing to consider the evaluation that this new appraiser or appraisal firm might return. Copies of correspondence between Mr. Lindas and Mr. Parsons' office are attached, together with a resume' of the problem which Mr. Lindas has prepared.

Insomuch as we are dealing with another public body, it is not clear to me why the Bureau of Public Roads will not cooperate in an effort to reconcile this matter on a negotiated basis.

R. L. Porter
Deputy State Highway Engineer

RLP:me
attachments.

RECEIVED
OCT 1 7 1963
FOR FILING

October 16, 1963

Oregon State Highway Commission

Gentlemen:

In May 1962, this Department granted the Bureau of Reclamation the right to cross Interstate 80-N and other State property with a power line near the West Dalles Interchange.

Through an overnight on the part of the Bureau of Reclamation, a small piece of property along West 6th Street in The Dalles was not covered in the agreement. It is desired at this time to correct the record and the Bureau of Reclamation has presented us with a supplemental agreement and asks that it be executed by the Highway Commission.

This matter will be before you at the November 20 meeting. I recommend that it have your favorable consideration and that you execute the agreement as requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan

RLP:ms fn

RECEIVED
OCT 22 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

October 16, 1963

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.4-EC Salem, Oregon

Oregon Project I-80N-3(27)81
The Dalles Section
Use of right-of-way for non-highway purposes

Mr. Shaw's October 11, 1963 letter requested approval of a private installation of sidewalks, curbs and landscaping within the right-of-way acquired for reconstruction of the Mosier-The Dalles Highway, FAS Route 695 as a frontage road as a means of restoring local traffic circulation under the subject project.

Section 1.23 of our Regulations provides that no project may be accepted as complete with such an installation within the right-of-way boundaries except where a determination is made that such use is in the public interest and will not interfere with traffic flow. This office has not been delegated authority to approve such installations.

Section 1.23 of the Regulations is designed to protect and control the right-of-way on Federal-aid highways as well as insure the free and safe flow of traffic thereon. Consequently, though we concur in your view that freeway traffic will not be affected, prior to forwarding your request, we should have a clear statement from you as to why such an installation is considered to be in the public interest. In addition, we should have three copies of your plan sheet showing the location of the encroachment which also shows the owners facilities outside the highway right-of-way along with an explanation of why the private installation was not constructed outside the highway right-of-way. Three copies of your permit also should be furnished.

Original To Young
10-18-63

NOTED
LLOYD P. SHAW

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OCT 1 8 1963
FOR FILING

FORM E-90 90M 8-62 43908

6180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1963

SUBJECT:

To: MEMO TO FILE

Dr. Paul Vogt called me in the evening of September 24 and discussed three items, viz:

He stated that there was poor workmanship involved in the conduit which we had constructed or were constructing for handling grain from the elevator to the wharf area in The Dalles. He asked if we would see if it were feasible to put a bulkhead or door on one end or the other of this structure to facilitate cleaning and asked that we look into providing an underpass in the vicinity of Union Avenue.

I owe the Doctor an answer on these questions.

Mr. Porter: Will you please have the necessary studies made and advise.

Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

FORREST COOPER

RECEIVED
OCT 17 1963

FOR FILING

6180

October 16, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 13 to cover the salvage of gates and barricades from an old trestle and reinstall them on the new trestle on The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180 in connection with Federal-Aid Project No. I-80N-3(27)81.

This work is necessary to satisfy the Port Commission's request to install gates and barricades on the new trestle. It will be necessary to furnish new wooden gate posts to complete the installation.

This work was verbally approved by the BPR District Engineer October 8, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
OCT 18 1963
FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

October 15, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

08-35.7

Oregon Project I-80N-3(21)81
East City Limits to West City Limits of The Dalles
Port of The Dalles, Parcel 30555

Chief Counsel L. I. Lindas' letter of October 3, 1963 requested that we review our decision not to participate in the costs of securing an additional appraisal on the property to be acquired from the Port of The Dalles. After careful consideration it is our determination that the appraisal background is sufficient, therefore, we cannot approve Federal participation in the costs of another appraisal.

Your records indicate that you already have three fee appraisals from members of the American Institute of Real Estate Appraisers. In addition, special cost studies have been secured from the firms of Norlander, Kelley and Luck, and Dames and More. Also, we recently approved your request to employ a special consultant, Mr. Ivan Bloch, to make a special study of the Port of The Dalles.

NOTED

RECEIVED
OCT 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

Orig. to Lindas
10-16-63

copy to Young
10-17-63

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OCT 14 1963
FOR FILING

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6180

October 11, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

This is in reply to your letter of September 27 concerning an encroachment on highway right of way on The Dalles Section of the Columbia River Highway.

The construction permitted under our Miscellaneous Permit No. 778 was for sidewalks, curbs, and landscaping in the approximate location shown on the attached print of a portion of our plan sheet.

Please note that the curb and walk connect two platted streets with the curb being approximately 48 feet outside our frontage road center line and that the installation can in no way affect freeway traffic. The landscaping work to be permitted was to be behind the walk.

The nature of this type of facility is directly related and conforms to urban highway construction features; therefore, we request your approval of this encroachment.

Very truly yours,

Forrest Cooper
State Highway Engineer

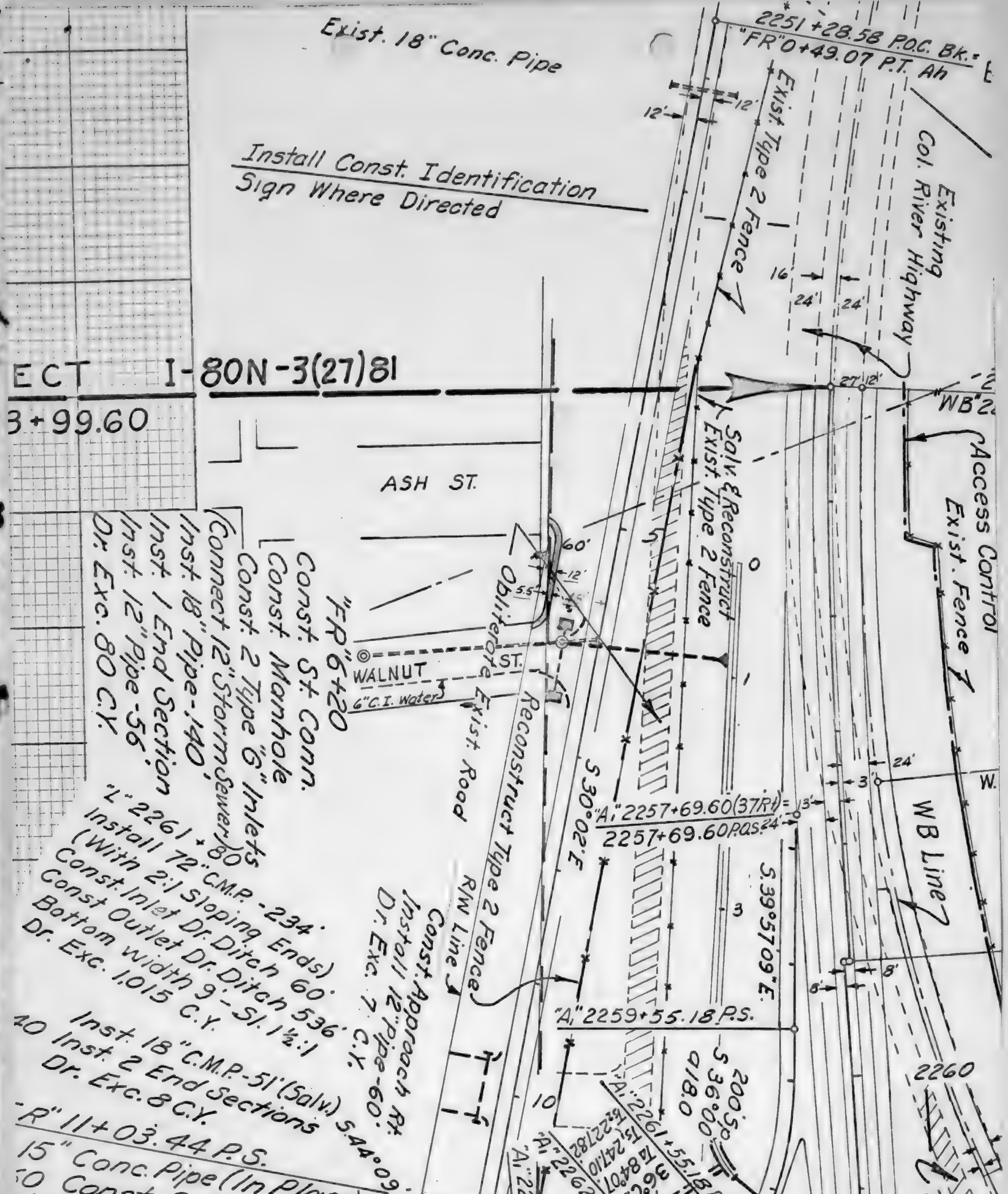
By

Lloyd P. Shaw
Assistant State Highway Engineer

Attachment

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maison

FOS:jl: ajw


Exist. 18" Conc. Pipe
2251+28.58 P.O.C. Bk.=
"FR" 0+49.07 P.T. Ah
12'
12'
Install Const. Identification
Sign Where Directed
Exist. Type 2 Fence
Existing
Col. River Highway
16'
24'
24'
ECT I-80N-3(27)81
3+99.60
27'
12'
WB 22
Salv. & Reconstruct
Exist. Type 2 Fence
Access Control
Exist. Fence
ASH ST.
60'
12'
5.5'
0
1
WALNUT ST.
6" C.I. Water
Obliterate
Exist. Road
Reconstruct Type 2 Fence
R/W Line
Const. Approach Rt.
Install 12" Pipe-60'
Dr. Exc. 7 C.Y.
"FR" 6+20
Const. St. Conn.
Const. Manhole
Const. 2 Type "6" Inlets
(Connect 12" Storm Sewer)
Inst. 18" Pipe-140'
Inst. 1 End Section
Inst. 12" Pipe-56'
Dr. Exc. 80 C.Y.
"L" 2261+80
Install 72" C.M.P.-234'
(With 2:1 Sloping Ends)
Const. Inlet Dr. Ditch 60'
Const. Outlet Dr. Ditch 536'
Bottom width 9'-Sl. 1½:1
Dr. Exc. 1,015 C.Y.
Inst. 18" C.M.P.-51' (Salv.)
10 Inst. 2 End Sections
Dr. Exc. 8 C.Y.
"R" 11+03.44 P.S.
15" Conc. Pipe (In Place)
0 Const. Outlet Ditch
Bott. Sl. Var. 1½ to 3:1
Exc. 160 C.Y.
S.44°09'51"W.
S.30°02'E.
24'
3'
W.
"A1" 2257+69.60 (37 Rt)=
2257+69.60 P.O.S.
13'
24'
WB Line
3
S.39°57'09"E.
8'
8'
"A1" 2259+55.18 P.S.
10
200.5p
S 36°00'
a 18.0
2260
To be
"A1" 2261+55.18 P.C.S.
3°C.R.
Δ 8°40'7
Ls 247.10
Ts 227.82
"A1" 2262+13.84 P.C.
S 27°00'
a 24.0
150p
"A1" 2263+63.
6
5

FORM E-20 50M 11-61 40290

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7, 1963

SUBJECT: The Dalles Section
Columbia River Highway
Wasco County

To: Mr. Lloyd P. Shaw
Assistant Highway Engineer
OFFICE

This is in regard to Mr. A. W. Parson's letter of September 27, 1962 concerning an encroachment on our Right of Way on the subject section.

This encroachment was constructed under Miscellaneous Permit No. 778 which allowed the East Cascade Investment Company to construct sidewalks, type "C" curbs and perform certain landscaping operations on Highway Right of Way.

The permit was dated February 5, 1962 and was approved by Mr. Edwards.

The work performed was to be as indicated on a sketch attached to the permit. The attached print of a portion of our plan sheet indicates, in orange, the curb and walk in relation to our Right of Way and frontage road.

Attached is a rough draft letter to the Bureau of Public Roads requesting their approval of this encroachment.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

Attach.

FOS:jl

NOTED
LLOYD P. SHAW

RECEIVED
OCT 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 4 1963
FOR FILING

6180

October 11, 1963

Dr. Paul R. Vogt
115 West Scenic Drive
The Dalles, Oregon

Dear Dr. Vogt:

Your comments made to Mr. Cooper regarding construction on the undercrossing of the freeway for the Port of The Dalles conveyor have been investigated by Mr. Shull, Resident Engineer on the bypass project.

Mr. Shull made his tour of inspection in company with the Manager of the Port and a gentleman from the grain elevator south of the freeway. He reports that some of the bolts holding the plates of the corrugated steel conduit in place could have leaked in case of rain, and they have now been caulked to prevent any such trouble.

At a later date, Mr. Morgan, Construction Engineer for the State, in company with the writer, inspected the exterior of the installation and found nothing to indicate poor construction. We were unable to enter the conduit due to padlocked doors at the conduit terminals. Mr. Shull, however, has made an inspection of the interior of the conduit in company with the two gentlemen previously mentioned, and could find nothing wrong. Mr. Shull's companions could shed no light on any operational faults or poorly constructed facilities pertaining to the conveyor of conduit.

The matter of a pedestrian undercrossing at Union Street has been investigated, and it has been determined that the floor would be approximately two feet below the five-year frequency flood level. The installation of such a facility would not be in the best interest of the public.

If we have overlooked something in these inspections, it is suggested that you contact Mr. Shull.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Commissioners
cc Forrest Cooper
R. L. Porter
Dean Swift
Vernon Shull
LPS:ajw

FORM E-30 50M 2-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1963

SUBJECT: Complaints
The Dalles Section
Conveyor Belt

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Forwarded herewith is an interim report from Resident Engineer V. E. Shull concerning verbal complaints regarding the conveyor at the Port of The Dalles Dock.

Evidently the Manager of the Port and the employee in charge of the grain conveyor operations are satisfied with the structure as it was built, as long as the minor items listed in Mr. Shull's report are taken care of.

As you know, we did not rebuild the entire conveyor, but attached a conduit through our embankment in this area to the existing facility. It would appear that someone is trying to improve the entire system at the expense of the Highway Department. You will note Mr. Shull is obtaining field data for a possible pedestrian underpass, which will be forwarded at an early date.

Reference is made to the new complaint concerning the gate and barricade installation. As this was in existence prior to our construction of the freeway, I recommend that the State replace in kind at the new access point.

Please advise if this meets with your approval.

F. D. Morgan
Construction Engineer

By J F Putnam

J. F. Putnam
Assistant Construction Engineer

JFP:bjm
Attachment

RECEIVED
OCT 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM K-30 50M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1963

SUBJECT: The Dalles By-Pass

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

As requested we have taken a look at the problems posed by a pedestrian undercrossing of the freeway at Union Street in The Dalles.

The control elevations are as follows:

Finish Grade	105.0	(profile grade)
Subgrade	103.4	(edge of subgrade)
Present Controlled Flood	101.5	
Future Controlled Flood	99	
5-year Flood	96-97	
Average Yearly Flood	91	

By use of the Armco Handbook, it would appear that an elliptical pipe giving a usable rectangular opening of 4'6" x 7' could be used, giving a floor elevation of approximately 95-1/2, subject to flooding every five years. A 4'0" x 6'6" opening would have a floor elevation of 96, also subject to flooding in a "5 year" flood. (This assumes full surfacing over the pipe.)

A rough estimate of cost for a pedestrian undercrossing, including a trestle extension to the dock, would be $15,000. The paving contract in this area is scheduled for October 8th, so it is too late to be included in the plans.

F.D. Morgan
Construction Engineer

By ADOlson
A.D. Olson
Urban Engineer

ADO:jp

NOTED
LLOYD P. SHAW

RECEIVED
OCT 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X 50M 2-63 49606

DIVISION
1963

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
October 3, 1963

SUBJECT: Complaints
The Dalles Section
Conveyor Belt

To: Mr. F.D. Morgan
Construction Engineer
State Highway Dept.
Salem, Oregon

Reference your letter of Sept. 30 and Mr. Shaw's letter of Sept. 26.

This morning I inspected the interior of the grain conveyor accompanied by the Manager of the Port and an employee of the Grain Elevator who is apparently in charge of the grain conveyor operations.

The "holes in the pipe" are the result of an imperfect fit of some of the bolts used in Construction of the 108" multiplate pipe. I had received a prior complaint of this and our contractor calked the joints and what bolt heads he could detect from the outside, but was unable to obtain a key to get inside. I have now arranged for my inspector to obtain a key and the remaining bolt heads, with daylight showing, will be calked not later than noon of Oct. 4.

I can find no evidence of poor workmanship however the design of the roof on the framed gallery could have been more substantial. The old gallery was completely covered with both wood and corrugated metal while the new section has corrugated metal only, supported by 2 x 6 headers. I will erect a fence barrier between the pipe and housing in an attempt to keep people from walking on top of the housing. The framework supporting the belt was constructed of green lumber which is now warping and splitting, as green lumber will, making minor adjustments of the rollers necessary from time to time, however this is considered no problem as temperature changes affect the belt continuously which requires roller adjustments of the same nature.

Neither of these gentlemen seemed to know of any "crying need for some type of opening to the dock end of the conveyor housing". Also neither seemed to know of any situation when "the material has missed the conveyor and heaped up in the culvert pipe". This conveyor both commences and ends beyond the portion we rebuilt.

I am obtaining field data for two possible locations of a pedestrian underpass from Union Street to the dock and will get it in the mail tomorrow. I will mention here that on Oct. 2 I received a call from the President of the Port Commission informing me he had discussed an underpass, at the same location, large enough for one-way automobile traffic, with Forrest Cooper. He was asking for information as to whether or not we were intending to construct it and if so when, but having no knowledge of any such plan I could only tell him I would inquire.

The Port Manager has one new complaint now which I will pass on for action. The old trestle had a gate and barricade installation to bar both vehicular and pedestrian access except during business hours. When we cut the old trestle, for haul road purposes, I had the contractor move the gate & barricade to the Dock side of our haul road. Now they want the same setup on the new trestle. Our plans do not indicate any provisions for this.

Vernon E. Shull

Vernon E. Shull
Resident Engineer

cc: Dean Swift

FORM E-80X—50M—5-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1963

SUBJECT: Complaints
The Dalles Section
Conveyer Belt

To:

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Attached hereto is a copy of a letter received from Mr. Lloyd Shaw, Assistant State Highway Engineer, indicating that there are various complaints about operations and workmanship regarding the conveyer at the westerly end of the City dock in The Dalles, Oregon.

By copy of this letter, Mr. Shull is requested to investigate the various items of complaint and submit a report to this office regarding the truth of the statements and what possible means are being or should be taken to eliminate these complaints.

This report should be returned to this office by October 7.

F. D. Morgan
Construction Engineer

FDM:fp

NOTED
LLOYD P. SHAW

Enc.
cc Lloyd Shaw
cc Vernon Shull - w/attach.

RECEIVED
OCT 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—90M—5-62 48909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1963

Shaw

Can you answer this please.

SUBJECT:

To: MEMO TO FILE

Dr. Paul Vogt called me in the evening of September 24 and discussed three items, viz:

He stated that there was poor workmanship involved in the conduit which we had constructed or were constructing for handling grain from the elevator to the wharf area in The Dalles. He asked if we would see if it were feasible to put a bulkhead or door on one end or the other of this structure to facilitate cleaning and asked that we look into providing an underpass in the vicinity of Union Avenue.

I owe the Doctor an answer on these questions.

Mr. Porter: Will you please have the necessary studies made and advise.

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

Salem, Oregon
September 26, 1963

Mr. F. D. Morgan
Construction Engineer
Building

Verbal complaints in regard to a conveyer at the westerly end of the City dock in The Dalles have continued to dribble into this office over the past several weeks.

The latest complaint is in regard to workmanship. The gentleman making the complaint states that there are holes in the pipe which carries the conveyer and in general, the workmanship was poor to unacceptable. He also stated that there was a crying need for some type of opening to the dock end of the conveyer housing, to the end that the material which has missed the conveyer and heaped up in the culvert pipe, be cleaned out and the mechanism kept in proper working order. The same person has requested that some type of grade separation be provided at, or near, Union Street to provide workmen with a ready means of access to and from the building.

Will you please investigate this and see if it is geometrically possible to have any such installation. We will need an estimate on this proposal and also an evaluation of the affect on right of way as it now exists.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

RECEIVED
OCT 2 1963
FOR FILING

6180

Cooper

STATE V. PORT OF THE DALLES

FIRST APPRAISAL requested in March 1960:

Parcel No. 1: 0.39 acre

Parcel No. 2: 0.19 acre

Parcel No. 3: 23.5 acres

FIRST REVIEW January 1961:

Draper	$192,455
Holbrook	$190,300
Kolberg	$177,000

As the U. S. Corps of Engineers constructed and is responsible for the ferry slip, boat basin, breakwater and shearboom, the review was at $116,900 broken down as follows:

Land	$ 12,330
Boat Moorage	28,695
Damages:	
Trestle	48,000
Land	6,875
Office Depreciation	21,000
	$116,900

SECOND REVIEW on revisions on March 7, 1961:

Kolberg	$122,710
Holbrook	$136,000
Draper	$138,165

Appraisal Includes:

Boat Moorage	$ 28,695
Parking Lot	$ 21,265
Trestle to Dock	$ 48,000

and assumes State to relocate ferry slip and build frontage road.

Reviewed at $138,165

EN for Meeting

NOTED
FORREST COOPER

FIRST CONDEMNATION RESOLUTION AUTHORIZED April 1961. Amended July 1961 to provide:

1. For re-establishment of grain conveyor used by Continental Grain Company by State.
2. Relocation and reconstruction of boat basin by State.
3. Construction of frontage road and trestle by State.
4. Reduction of taking to two parcels:
   Parcel No. 1: 0.19 acre
   Parcel No. 2: 23.0 acres

FIRST LETTER OF OFFER July 17, 1961:

1. Parcel No. 1: 0.19 acre
   Parcel No. 2: 23.0 acres
   Amount Offered: $90,165
   Reduced by $48,000 as State to construct trestle
2. State to relocate conveyor and housing used by Continental Grain Company
3. State to build frontage road and trestle or Port could take $48,000 more instead of State building the trestle over railroad.

COMPLAINT FILED October 10, 1961, providing:

1. Parcel No. 1: 0.19 acre
   Parcel No. 2: 23.0 acres
2. State to construct frontage road and trestle
3. State to re-establish grain conveyor

Amount set out in complaint: $74,700 (low appraisal)

Reconstruction of boat basin being paid for by State by agreement with U. S. Corps of Engineers, and amount for reconstruction not included in offer.

REVISED APPRAISALS REVIEWED January 5, 1962, on basis of:

1. Parcel No. 1: 0.19 acre
   Parcel No. 2: 23.0 acres
2. State to construct frontage road and trestle
3. State to re-establish grain conveyor
4. State to reconstruct boat basin and parking lot adjacent to basin

REVISED APPRAISALS REVIEWED January 5, 1962 (continued)

Appraiser	Land	Damages To Wharf and Office	Damages To Land	
Draper	$12,330	$21,000	$6,875	$40,205
Holbrook	$14,330	$17,850	$5,875	$38,055
Kolberg	$10,370	$12,500	$2,200	$25,070

Reviewed at $40,205

AMENDED LETTER OF OFFER MAILED February 5, 1962, reducing offer to $40,205 and providing that State would reconstruct the small boat basin and parking lot.

AMENDED COMPLAINT FILED February 16, 1962, containing amount of$40,205, and amendments as set out in amended letter of offer of February 5, 1962.

SECOND AMENDED COMPLAINT FILED April 3, 1962, to amend language concerning re-establishing grain conveyor.

DESCRIPTION REVISED July 2, 1962, to provide:

Parcel No. 1: 0.19 acre
Parcel No. 2: 19.5 acres
Parcel No. 3: 0.4 acre

AMENDED RESOLUTION August 9, 1962, to reflect changes in description made July 2, 1962.

THIRD AMENDED COMPLAINT FILED November 28, 1962, providing:

1. Parcel No. 1: 0.19 acre
   Parcel No. 2: 19.5 acres
   Parcel No. 3: 0.4 acre

THIRD AMENDED COMPLAINT FILED November 28, 1962 (continued)

2. State will reconstruct and re-establish grain conveyor under highway.

3. State will reconstruct The Dalles Harbor (small boat basin), said construction to include breakwaters, shearboom, extending existing facilities and the construction of a substitute parking lot.

4. Also, frontage road had been changed to come in from the west as requested by the Port of The Dalles. This change in the frontage road eliminated damages to the wharf and offices, and thus reduced the offer by $21,000. The addition of Parcel No. 3 made the amount offered $20,190.

RECAP

Original offer consisted of:

Land	$ 12,330
Damages to Wharf & Office	21,000
Reconstruct Trestle	48,000
Reconstruct Boat Moorage	28,695
Land Damage	6,875
Relocate Parking Lot	21,265
	$138,165

Final offer consisted of:

Parcel No. 1: 0.19 acre
Parcel No. 2: 19.5 acres
Parcel No. 3: 0.4 acre

(20.9 acres total as against 23.19 acres in original offer)

The amount of offer, $20,190, was based on the following:

1. $48,000 to reconstruct trestle taken out because of change of frontage road.

2. $28,695 taken out because State to reconstruct small boat basin.

3. $21,265 taken out because State to relocate parking lot.

4. $21,000 taken out because new location of frontage road eliminated damages to wharf and office building.

Original Offer	$138,165
Taken Out	118,950
	$ 19,215
Add Parcel No. 3	975
FINAL OFFER	$ 20,190

RECEIVED
OCT 1 0 1963

FOR FILING

477 Cottage Street NE.
Salem, Oregon

October 1, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

08-35.4-DA

Oregon Project I-80N-3(27)81 - The Dalles Section
Installation of Horizontal Drains

Reference is made to your letter dated September 23, 1963 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered, and delays occasioned by the contractor's operations would tend to result in excessively high bid prices if the work were undertaken under a separate contract. It, therefore, is impractical to contract the work.

Prior verbal approval of the work contemplated by this order was extended on September 13, 1963.

NOTED
LLOYD P. SHAW

original To Young
10-10-63

RECEIVED
OCT 1 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

September 27, 1963

Original signed
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

R/W Encroachment
Oregon Project I-80N-3(27)81
The Dalles Section
Columbia River Highway

Our attention has been called to an encroachment on the right-of-way at Station 2256, subject project. Although this installation is covered under permit issued early in 1962, we were not requested to concur, and are concerned at this time lest the situation should result in our inability to accept the completed project in the near future.

It will be necessary for us to certify that all encroachments have been removed as provided for under PPM 21-6.3, and we would appreciate being advised of what action you intend to take to avoid future complication in this matter.

NOTED
LLOYD P. SHAW

original to Young
10-1-63

RECEIVED
OCT 1 1963

FOR FILING

477 Cottage Street, N. E.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

September 24, 1963

08-35.4

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway
Price Agreement No. 8

Reference is made to your letter dated September 19, 1963.

Our prior approval to proceed with the work to be accomplished under Price Agreement No. 8 was conditioned upon your submission, in due course, of supporting data justifying the lump sum payment proposed. At that time the information was this amount would approximate $25,000.00 very closely, which it does. However, it is our feeling that the supporting data as furnished with your letter of September 19 is not in sufficient detail to satisfy the thorough audit scrutiny it will eventually receive. We are therefore returning both copies of your Economic Justification for revision and refinement. If any extra labor, material or other costs are involved which are necessitated by the urgency of the situation or conditions peculiar to the work contemplated, the need therefore should be documented in a rather detailed manner.

We intend to defer further action on your request until these data are available.

Attachments

original to Young
with attach
10-1-63

NOTED
LLOYD P. SHAW

RECEIVED
OCT 1 1963

FOR FILING

477 Cottage Street, N. E.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

September 24, 1963

08-35.4

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway
Price Agreement No. 8

Reference is made to your letter dated September 19, 1963.

Our prior approval to proceed with the work to be accomplished under Price Agreement No. 8 was conditioned upon your submission, in due course, of supporting data justifying the lump sum payment proposed. At that time the information was this amount would approximate $25,000.00 very closely, which it does. However, it is our feeling that the supporting data as furnished with your letter of September 19 is not in sufficient detail to satisfy the thorough audit scrutiny it will eventually receive. We are therefore returning both copies of your Economic Justification for revision and refinement. If any extra labor, material or other costs are involved which are necessitated by the urgency of the situation or conditions peculiar to the work contemplated, the need therefore should be documented in a rather detailed manner.

We intend to defer further action on your request until these data are available.

Attachments

NOTED
LLOYD P. SHAW

original to Young
with attach
10-1-63

RECEIVED
SEP 24 1963
FOR FILING

September 23, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 7, Account No. 234, covering horizontal drains on The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180, in connection with Federal-Aid Project No. I-80N-3(27)81.

This work is necessary to drain slide area to stabilize the roadway. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

This work was verbally recommended for approval by the BPR Area Engineer September 13, 1963.

Your approval of this order as of that date on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $2,500.00, with Federal participation of $2,250.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
SEP 27 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

September 23, 1963

Original signed by
A. W. Parsons
Div. Engr.

A. W. Parsons, Division Engineer
08-35.8DA Salem, Oregon

Oregon Project I-80N-3(27)81
The Dalles Section

Reference is made to Mr. G. L. Decker's letter dated September 19, 1963 concerning drainage correction needed on subject project northerly of the Webber Street interchante area.

We concur that corrective measures are needed. We understand that the 72 inch pipe mentioned was also planned for use as a cattle pass and its full capacity was not needed for drainage purposes. It is further understood that the double 36-inch pipe installation will thus service drainage needs adequately.

Federal participation in costs of the drainage revision will depend on your submission of proper supporting data and documents in due course.

NOTED
LLOYD P. SHAW

original To Decker
9-26-63

RECEIVED
SEP 26 1963

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 23, 1963

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97212

ATTENTION: Mr. V. H. Dunkin

Re: Damage to Buried Telephone Cable
The Dalles Section
Columbia River Highway - Wasco County
Project No. I-80N-3(27)81
Contract No. 6180

Gentlemen:

Formal approval has been obtained from the Bureau of Public Roads and the State for the cost of repairing the cable accidentally damaged by the contractor on the above-entitled section.

Your bill has been referred to our Accounting Department for processing.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

PGP:bjm

cc: L. P. Shaw
L. H. Young
C. H. Maison
Dean Swift
Vernon Shull

RECEIVED
SEP 2[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 24 1963

FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: J. G. Scherrer Drainage Problem
The Dalles Section
Columbia River Highway
Contract No. 6180
Project No. I-80N-3(27)81

Dear Sir:

We have received a complaint about lack of drainage across property owned by a Mr. J. G. Scherrer of The Dalles. The property in question lies between the highway and railroad near the west end of this project. A small sketch map showing the location of the property is attached.

The complaint is that we have collected a large amount of water and have concentrated the flow in a single location so that the drainage facilities on the river side of the highway would not handle the flow. Prior to the construction of the Chenoweth Creek-The Dalles Section (Project I-36(10)) in 1957, the natural flow of water across this area was via a number of small, rather ill-defined water courses. The water flowed under the old highway through a series of 18-inch and 24-inch culverts. These culverts were matched in the railroad fill, so that no ponding of water occurred.

The construction of the Chenoweth Creek-The Dalles Section included the construction of a ditch between the main line and the south frontage road, and a 72-inch culvert under the old highway. This ditch picked up water from an area almost one-half-mile in width, and left the small culverts under the old highway used under capacity.

The construction of the present project increased the amount of paving in the area and extended the ditch easterly into the Webber Street interchange area. This increased both the area and rate of runoff contributing to the 72-inch culvert, and has created a situation which prevents development of the property.

We have investigated the situation and the attached sketch shows the

NOTED
LLOYD P. SHAW

general area involved. The plan is to place twin 36-inch culverts under the railroad fill and construct a drainage ditch as inlets and outlets to these culverts. We propose that the ditch be dug by a contractor under State supervision, but that the installation of the twin culverts under the railroad be installed by railroad forces. This will require an agreement with the railroad.

The estimated cost of the proposed work is $2,088 for installation of the culverts by railroad forces and $1,800 for ditch excavation for inlets and outlets.

Your concurrence in this proposed work and participation in the cost of same as a portion of The Dalles project is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

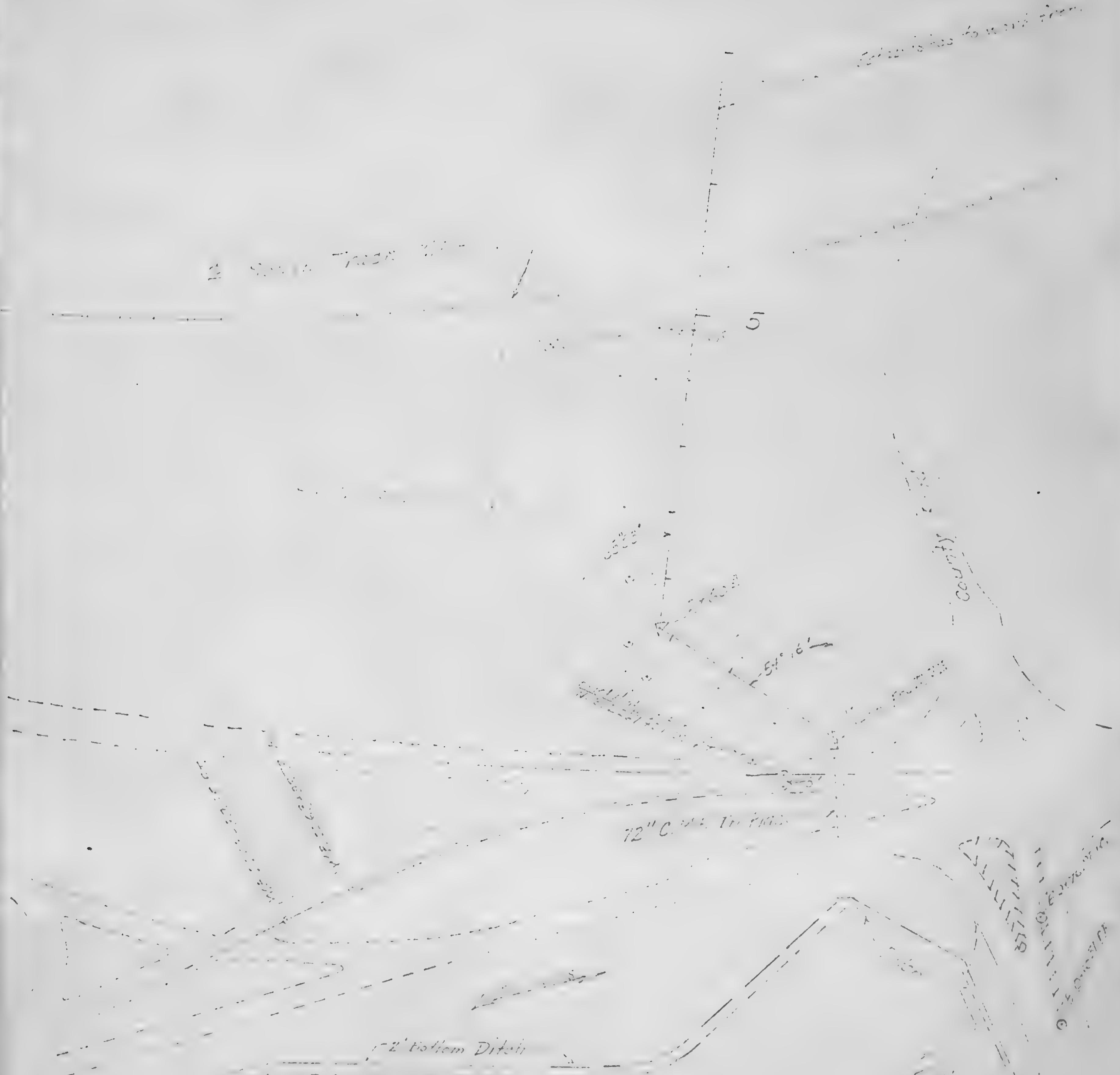
By G. L. Decker
G. L. Decker
Assistant Construction Engineer

Enc.

CHB:fp

cc Lloyd Shaw
L. H. Young
Dean Swift

RECEIVED
SEP 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER


5
County
54' 6'
72" C
2' Bottom Ditch

RECEIVED
SEP 17 1963
FOR FILING

477 Cottage Street N. E.
Salem, Oregon - 97301

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

September 12, 1963

Original signed by
G. R. Brooks
Dist. Engineer

A. W. Parsons, Division Engineer
08-35.2DA Salem, Oregon

By
G. R. Brooks
District Engineer

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway
Port Dock Sprinkler System

Reference is made to Mr. Litchfield's letter dated September 3, 1963 regarding the above captioned work.

This is to confirm tentative verbal authorization given on that date to proceed with the work. Plans and specifications for the work are hereby approved. Approval is extended with the understanding that the Price Agreement, when submitted, will be found acceptable in accordance with usual criteria.

NOTED
LLOYD P. SHAW

RECEIVED
SEP 1 [illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Litchfield
cc Young
9-17-63

RECEIVED
SEP 18 1963
FOR FILING

6181

477 Cottage Street NE.
Salem, Oregon 97301

September 11, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

Oregon Project I-80N-3(21)81
East City Limits-West City Limits of The Dalles -
Port of The Dalles, Parcel 30555

Please refer to Chief Counsel L. I. Lindas' letter of September 10, 1963 which requests our approval and Federal-aid participation in the cost of securing an additional appraisal covering acquisition of property from the Port of The Dalles.

A review of the State's records indicates that three appraisals have already been secured by the State from fee appraisers who are members of the American Institute of Real Estate Appraisers: Elmer Kolberg, Jeoffrey Holbrook, and LeRoy Draper. In addition you have already secured a special cost study from the firm of Norlander, Kelley & Luck. On May 9, 1963 we approved your request to secure a special study by Dames & Moore for the purpose of securing cost information for use in your appraisals. On April 2, 1963 we approved your request to employ Mr. Ivan Bloch to make a special study of the Port of The Dalles.

In addition to all of the outside fee appraisal work that has been performed on this property, your review appraisers have spent many hours in analyzing and arriving at the market value of the State's taking on the Port's property. Under these circumstances we consider that the appraisal background is sufficient and therefore we cannot approve Federal participation in the cost of an additional appraisal as requested in Mr. Lindas' letter.

NOTED
LLOYD F. SHAW

RECEIVED
SEP 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Original to Lindas
9-12-63

RECEIVED
SEP 13 1963

FOR FILING

6180

477 Cottage Street NE.
Salem, Oregon 97301

September 9, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
[illegible] Coordinator

T. Dec
Assistant Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway
Damage to Buried Telephone Cable

Reference is made to Mr. G. L. Decker's letter dated August 22, 1963.

We approve reimbursement to the telephone company in accordance with the provisions of Article 1.7.15, second paragraph.

cc:
Region

NOTED
LLOYD P. SHAW

Original To Morgan
cc Young
9-12-63

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM [illegible]
SEP 6 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

617[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 3, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Port Dock Sprinkler System
The Dalles Section
Columbia River Highway
Project No. I-80N-3(27)81

Dear Sir:

Attached are two copies of plans and specifications for the revision of the fire protective sprinkler system on The Dalles Port Dock approach structure. Also attached are three copies of the unreduced plans which have been approved by the Oregon Insurance Rating Bureau.

Your approval of these plans and authority to proceed with the work as of September 3, 1963 on a Price Agreement basis is requested. This matter has been discussed at some length with Mr. Schwiesow of your office. The estimated cost of this work is $25,012.00.

The Price Agreement will be submitted to you for approval when received from the field.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

Enc.
CHB:fp
cc Lloyd Shaw
L. H. Young

NOTED
LLOYD P. SHAW

RECEIVED
SEP 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 6 1963

FOR FILING

[illegible]

6180

Salem, Oregon
September 3, 1963

Mr. F. D. Morgan
Construction Engineer
Building

The accompanying copy of Mr. Litchfield's letter to Roy L. Houck Sons' Corporation of August 15 is not clear, and I ask that you have me brought up to date as to its background and meaning.

I have a date of August 22 on which I had noted you were to have Mr. Litchfield contact me in this regard; so far, I have not seen Mr. Litchfield.

Please expedite.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

9-3-63 Mr. Litchfield advises that dock reconstruction was to replace in type the original facility belonging to the Port of The Dalles. The new construction was shorter than the original and should have included a fire protection system of a type which was present on the structure removed. This need was overlooked in preparing plans for The Dalles project. Litchfield's letter of August 15 presents to Houck, the items which he hopes to place under price agreement to provide the missing fire protection system.-LPS

FORM E-123X 50M 2-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 15, 1963

Roy L. Houck Sons' Corporation
1585 North 20th Street
Salem, Oregon

ATTENTION: Mr. Roy Houck, Jr.

RE: Specifications and Plans for Revising and Re-establishing
Fire Protection Facioities for Port of The Dalles
The Dalles Section
Columbia River Highway - Wasco County
Project No. I-80N-3(27)81 - Contract No. 6180

Gentlemen:

Four (4) copies of the above-entitled specifications and plans were delivered to your office at 1:05 P.M. on August 15, 1963.

Please submit lump sum prices for work as set forth in specifications so we may prepare the Price Agreement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
R. L. PORTER

PGP:bjh

cc:	A. W. Parsons	(attach. -	3)
	R. L. Porter✓	"	1
	L. H. Young	"	1
	C. H. Maison	"	1
	Dean Swift	"	2
	Vernon Shull	"	2
	N. D. Krehbiel	"	2

RECEIVED
AUG 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 9 1963

FOR FILING

6180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1963

NOT
R. L. PO

SUBJECT:

To: R. L. Porter
Deputy State Highway Engineer
OFFICE

3 PM
Room 406
State Ofc. Bldg.

The Highway Commission gave me the following instructions this date.

The Commission wishes a meeting set up in Portland the afternoon of September 6 with The Dalles Port Commission. I believe the best place to hold the meeting is in the State Office Building. You should confer with Leonard Lindas on this and be sure that everyone involved is informed of the time and place of the meeting.

On the same day (evening), Mr. Jackson would like a meeting of the Highway Commission with the Travel and Information Advisory Committee. This would be a dinner meeting with the State picking up the tab. In connection with the latter meeting, we should have all of the information re proposed changes in our tourist promotion advertising and other pertinent data.

Cooper
Stephenson
Clarke
Mason
Hwy Comm.

Please take appropriate action.

Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn

cc Victor D. Wolfe

RECEIVED
AUG 30 1963

FOR FILING

FORM [illegible]
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 22, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Damage to Buried Telephone Cable
The Dalles Section
Columbia River Highway - Wasco County
Project No. I-80N-3(27)81
Contract No. 6180

Dear Sir:

Attached is a copy of bill from Pacific Northwest Bell Telephone Company for cost of repairing above-entitled damage along with letter of transmittal from our Engineer explaining the circumstances.

McWaters Construction Company who is sub-contractor on the above section accidently damaged a telephone cable on July 12, 1963, while installing guardrail near the south end of the Dalles Bridge. This cable was not shown on the construction plans and its location was not known to the contractor.

Paragraph 2 of Article 1.715 of our Standard Specifications obligates the State to reimburse the telephone company for the actual cost of repairs under these circumstances. This matter was discussed by our Mr. Sugnet and Mr. Schwiesow on July 23, 1963. We were instructed to make this formal request for approval when we received a bill from the company.

Your formal approval for the reimbursement of the telephone company for the cost of this repair is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
LLOYD P. SHAW

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

AUG [illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FGP:bjh
Attachment

cc: L. P. Shaw ✓
L. H. Young
C. H. Maison
Dean Swift
Vernon Shull

RECEIVED
AUG 22 1963
FOR FILING

6180

August 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 11-Supplemental covering the installation of an 8" water main for the Port of The Dalles on The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180 in connection with Federal-Aid Project No. I-80N-3(27)81.

The original order No. 11 was approved by the BPR June 28, 1963. Due to unstable ground conditions additional work had to be done. A riprap fill was placed to the Port structure, plus a reinforced concrete box 28 feet long and 3½ feet square, filled with sand for insulation and a hot water pipe connected to the old main inside of a vertical concrete shaft.

This supplement was verbally recommended for approval by the BPR Area Engineer. Your approval as a part of the original order is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
DBP:es

RECEIVED
AUG 22 1963
FOR FILING

6180

August 21, 1963

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon - 97310

Dear Mr. Nunn:

Attached is a suggested reply to Dr. Paul R. Vogt, President of the Port of The Dalles, for the Governor's consideration. This is in answer to Dr. Vogt's letter of July 31.

Little would be gained to enumerate past history in replying to the Port. This has been a long and difficult negotiation. Each side has its own version and to re-hash past differences would accomplish very little. Mr. L. I. Lindas, our Chief Counsel, informs me that not once has the Port of The Dalles indicated a figure which it would accept as settlement, and it is basically because of this that the matter has not been brought closer to a conclusion.

Recently, Mr. William Dick, attorney for the Port of The Dalles, suggested that the Port Commission and the Highway Commission get together again and attempt to reconcile the problem on an amicable basis. The Highway Commission is pleased to comply to this request and I understand that such a meeting will be held on September 3 or 4.

Very truly yours,

Forrest Cooper
State Highway Engineer

Encl.

cc R. L. Porter
Victor D. Wolfe
L. I. Lindas

RLP:ms fn

FORM E-30 20M 8-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 16, 1963
Salem, Oregon

SUBJECT: State of Oregon v.
Port of The Dalles
L-3868 R-30555

To: Forrest Cooper
State Highway Engineer
Office

Porter

In answer to the letter of Paul R. Vogt, President of the Port of The Dalles to Governor Hatfield, I think we should show that we have been dealing with the officials of the Port now for in excess of two years; that we have made many changes in the design of the highway to accommodate the Port and to minimize any damages to which they may be subjected; that we built a special road in from the west side to serve the Port, upon which road we agreed may be placed a railroad spur, if needed; and we have conferred with the Port's appraiser, and their appraiser with our appraisers in order to resolve differences in this case which basically involve the proper approach to be used in evaluating the taking.

Particularly in answer to Mr. Vogt's letter you could state that that Leonard Lindas, Chief Counsel, denies that we have ever misrepresented the case to Mr. Jackson. In fact, Mr. Jackson has been fully informed of everything that has transpired, and he, Lindas, particularly denies a lack of honest effort on the part of our negotiators. We should point out that never once during this entire two-year period has anyone ever stated how much money the Port wants for the taking, other than to state that Mr. Hall, the Port's appraiser, has found a value of $486,000.

Our appraisers in their discussion with Mr. Hall fully explored their approach to value as distinguished from Mr. Hall's approach to value. Each side is now familiar with the appraisal approach of the other. Neither the appraisers for the State nor the appraiser for the Port feels disposed to abandon their particular approach and, consequently, we are approximately $450,000 apart in value.

Since neither side felt disposed to discuss what possibly would be a meaningless compromise, Mr. Lindas felt that the logical and proper way to settle the dispute was through our courts and the presentation of the entire matter to a jury.

NOTED
FORREST COOPER

Mr. Lindas obviously feels that a settlement cannot be reached in this case unless one side or the other is willing to modify or abandon their approach to value.

Mr. Lindas further informs me that subsequent to the receipt of the letter from Mr. Paul Vogt to the Governor that he has received a communication from Mr. William G. Dick, the attorney representing the Port, in which letter Mr. Dick urges that we still attempt to negotiate the matter and not foreclose that possibility at this time. He further informed me that after the receipt of the letter he called Mr. Dick on August 9, and asked him to inform the State the smallest amount of money that would be acceptable to the Port of The Dalles to settle the pending condemnation case. He states that Mr. Dick informed him that he wouldconfer with his people and send us the figure, and also stated that when the figure is submitted he would like the Highway Commission and Port Commission to meet and discuss the same. He further stated that we should make extra efforts to try to bring the two public agencies together without the necessity of a court trial.

This was acceptable to Mr. Lindas and he is now awaiting receipt of the proposed settlement figure from the Port of The Dalles, which at this writing has not been received.

At 1:00 p.m. this date a letter was received by Mr. Lindas from Mr. Dick asking a meeting be set up between the Port and the Highway Commissions to try to work out a settlement, the sum of which is still not mentioned. Please refer to the attached copy of Lindas' letter to Mr. Dick.

L I Lindas
L. I. LINDAS
Chief Counsel

LIL:jm
Enc.

DICK & DICK
ATTORNEYS-AT-LAW
5TH & WASHINGTON
TELEPHONE CYPRESS 6-2152
THE DALLES, OREGON

WILLIAM G. DICK
ROGER L. DICK
EDGAR M. DICK

August 15, 1963

Set for wed 3d 4th Sept

Mr. Leonard I. Lindas
Chief Counsel
Oregon State Highway Department
Salem, Oregon

Re: State of Oregon vs
Port of The Dalles

Dear Leonard:

The Port Commission has directed me to ask you to arrange a time and place for a meeting between the Port Commission and the Highway Commission with reference to the pending condemnation proceeding.

The Port Commission would prefer that the meeting be held some time in the month of September because vacations and late wheat harvest make it impossible to get all members of the Port Commission together prior to that time. Incidentally at this date I am committed to trial dates on September 13, 17 and 25 and would appreciate it if the meeting could avoid a conflict with those dates. If not, I will attempt to get a cancellation of the trial dates.

Your cooperation will be greatly appreciated.

Best regards.

Yours truly,

William G. Dick

WGD:njs

B/U

Hughes

PORT OF THE DALLES

THE DALLES, OREGON

"An Inland Seaport Serving an Empire"

COMMISSIONERS

PAUL R. VOGT, PRESIDENT
DAVID H. LARSEN, VICE-PRESIDENT
ELTON EBY, SECRETARY
ROBERT C. HAMPTON, TREASURER
PAUL KORTGE

MANAGER

DOLPH D. KIMSEY

31 July, 1963

REFERRED TO
Lindas 8.16.63
BY DEPUTY STATE HIGHWAY ENGINEER

Draft for Coopers Sig

The Honorable Mark O. Hatfield
Governor of Oregon
Salem, Oregon

My Dear Governor Hatfield:

It has been some time since Mr. Dick and I met with you and the Highway Commission in your office to discuss the problem of settlement of the case of the Port of The Dalles relative to the highway by-pass problem.

Since that time, considerable effort on our part has been made toward the objective of an out-of-court agreement. We have met with Mr. Lindas, his attorneys and appraisors. We have given them the use of our appraisal, and our appraisor, a Mr. Carroll Hall of Seattle, has met with them and with the three appraisors hired by the Commission. Mr. Glen Jackson has gone over the property and has on several occasions talked to me and has helped as best he could by setting up some of the above mentioned meetings.

Out of all this has come nothing except the weakening of our position in court by virtue of having disclosed our appraisal and our appraisors position. The Highway staff has made no move, whatsoever, in the way of compromise. They have misrepresented the case to Mr. Jackson. They have refused to have additional appraisals and, on occasion, have bluntly told us that the case would only be settled in court.

This lack of honest effort has been a disappointment to me, but perhaps I am being naive to expect honesty or cooperation. This attitude is going to be expensive to the tax payers who pay on both ends. I certainly feel that we have, on our part, made every effort to come to settlement and have avoided all publicity.

Your concern, relative to this matter, and the effort you have made to assist has prompted this letter. I wish to assure you we appreciate what you have done and anything you might feel able to do in the future.

A copy of this letter is being sent to Mr. Jackson for his information as to our present position and to advise him of the fact that we, likewise, appreciate very much his sincere effort to bring about settlement on an out-of-court compromise basis.

Sincerely,

Paul R Vogt

Paul R. Vogt
President, Port of The Dalles

cc: Leonard Lindas
PRV:ps

AUG - 1

RECEIVED
AUG 22 1963
FOR FILING

6180

August 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 12, covering slide correction on The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180 in connection with Federal-Aid Project No. I-80N-3(27)81.

It is necessary to excavate and waste clay material from slide in the borrow area and place rock-fill to prevent further sliding into roadway.

This work was verbally recommended for approval by the BPR Area Engineer August 12, 1963. Your approval of the order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
DBH:es

I-80N 3(27)81

6180

477 Cottage Street N.E.
Salem, Oregon - 97301

August 21, 1963

Mr. Forrest Cooper, State Hwy. Engineer
Salem, Oregon
Attention: Mr. L. E. Young

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
by L. R. Backlund
Administrative Manager

Oregon Project I-80N-3(27)81
The Dalles Section, Wasco County
Progress Voucher No. 4
Net Amount claimed, $17,247.00

We are returning the subject voucher, which covers claim for Utility work by the North Wasco County P.U.D.

In contacting the utility we were advised that additional work remained to be done, therefore your claim as submitted did not represent a complete and final billing.

By copy of this letter, we are forwarding the audit work-papers that had been prepared prior to making the site audit for the use of the State Utility Auditor who will probably perform the audit.

NOTED
LLOYD P. SHAW

original To Young
with attach.
8-23-63

RECEIVED
AUG 20 1963
FOR FILING

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

6180

AUGUST 16, 1963

(File Ref. D 315 - 2 - 93)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. R. L. Porter,
Deputy State Highway Engineer

Dear Sir:

Referring to your letter of July 24 concerning the $85,000 consideration payable to the Railroads for conveyance of property and easements granted under agreement dated November 1, 1962 between our Companies and the State of Oregon, in connection with relocation of the Columbia River Highway at The Dalles:

It will be satisfactory for the State to pay the consideration at the time deeds are delivered by the Railroads.

Yours very truly,

G H Baker Sut

RECEIVED
AUG 19 1963
OREGON
STATE HIGHWAY COMMISSION

RAILROAD COMPANIES
FILE No. 612

RECEIVED
AUG 14 1963
FOR FILING

August 13, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of agreement, dated November 1, 1963, with the Union Pacific Railroad Company relative to the construction of the Brewery Grade Connection Section, Project No. U-36(12).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:jb

RECEIVED
AUG 16 1963

FOR FILING

[illegible]
[illegible]

Form 2552
4-62-100M

UNION PACIFIC RAILROAD COMPANY

OFFICE OF SUPERINTENDENT
2525 N. Larrabee Avenue
Portland 17, Oregon

AUGUST 7, 1963

File Ref. D 315 - 2 - 93

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Reference is made to your letter of July 16 transmitting prints of the State's Preliminary Drawings Nos. 18524 and 18525 showing a new plan and elevation for the proposed Brewery Grade overcrossing structure at The Dalles.

Attached is one print of each drawing on which Mr. W. E. Dowling has noted approval for the Railroad's Chief Engineer. Approval has been given subject to the State placing the pier footings a minimum of 3'6" below base of rail on our tracks as shown in red pencil color on these prints.

Yours very truly,

G.H. Baker
gmt

G. H. Baker,
Superintendent

Copies to:
RL Porter
PM Stephenson
L P Shaw
I D Merchant (with drawings)
Dean Swift

encs.

8-14-63
I

RECEIVED
AUG 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
AUG 13 1963
NOTED ☐ CE ☐ ACE ☐ ACE ☐ ☐ COS

RECEIVED
AUG 8 - 1963

FOR FILING

6180

August 7, 1963

Mr. Dolph D. Kimsey, Manager
Port of The Dalles
The Dalles, Oregon

Dear Mr. Kimsey:

In your letter of July 24, you mention complaints from small boat owners using the Ferry Slip Launching Ramp and Small Boat Basin in The Dalles.

Our Engineering Division has advised me that construction in this area has not been completed and it is believed that the problems encountered now will be eliminated when construction is complete. Construction plans call for a breakwater to be constructed on the easterly side of the Ferry slip, and plans also have been approved to construct a similar breakwater on the westerly side of the Ferry Slip. This should eliminate wave action detrimental to boat launching.

When construction is completed the large rocks in the launching area will be covered with small rock to form a smooth, uniform surface. Every effort will be made to remove all unsafe conditions.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

cc L. P. Shaw
F. D. Morgan
Dean Swift

RECEIVED
AUG 7 - 1963

FOR FILING

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#6180

August 6, 1963

127

Mr. Dolph D. Kinsey, Manager
Port of The Dalles
The Dalles, Oregon

Dear Mr. Kinsey:

Reference is made to your letter of July 24 requesting information on the relocation of the small boat basin in conjunction with the relocation of the Columbia River Highway at The Dalles.

Enclosed are sheets from our construction plans in the area of the boat basin. The features shown in green are existing and those shown in red are proposed. All existing moorage facilities, except piling, are to be carefully salvaged and relocated in the new boat basin.

We believe these plans will enlighten you on the proposed construction.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
Dean Swift

DLT:fp bbc

PORT OF THE DALLES

THE DALLES, OREGON

"An Inland Seaport Serving an Empire"

COMMISSIONERS

PAUL R. VOGT, PRESIDENT
DAVID H. LARSEN, VICE-PRESIDENT
WILBUR F. KELLY, SECRETARY
PAUL D. KORTGE, TREASURER
HENRY J. MAIER

MANAGER

DOLPH D. KIMSEY

July 24, 1963

Oregon State Highway Commission
Salem 10, Oregon

Attention: Mr. Floyd Query, Secretary

Gentlemen:

Re: Ferry Slip Launching Ramp
Small Boat Basin, The Dalles

The Port of The Dalles Commission has recently received a number of complaints from small-boat owners using the launching ramp as provided by the ferry slip at the relocated small boat basin.

This ferry slip at the eastern end of the new basin breakwater, which is the only available launching ramp adjacent to the basin facilities, is highly vulnerable to high-velocity discharge and wave action from The Dalles Dam Stilling Basin, especially during spring freshets. This, in conjunction with strong westerly winds which prevail a large share of the time, makes it extremely difficult and hazardous to launch small craft or take them from the river during these periods.

The presence of large rock at the foot of the ramp has been reported and damage has resulted to both boats and trailers from this hazard.

These conditions are being called to your attention in the belief that these complaints are justified and that something could be done to remedy this situation that can well endanger the lives and property of the boating public.

We would appreciate hearing from you on this subject at an early date.

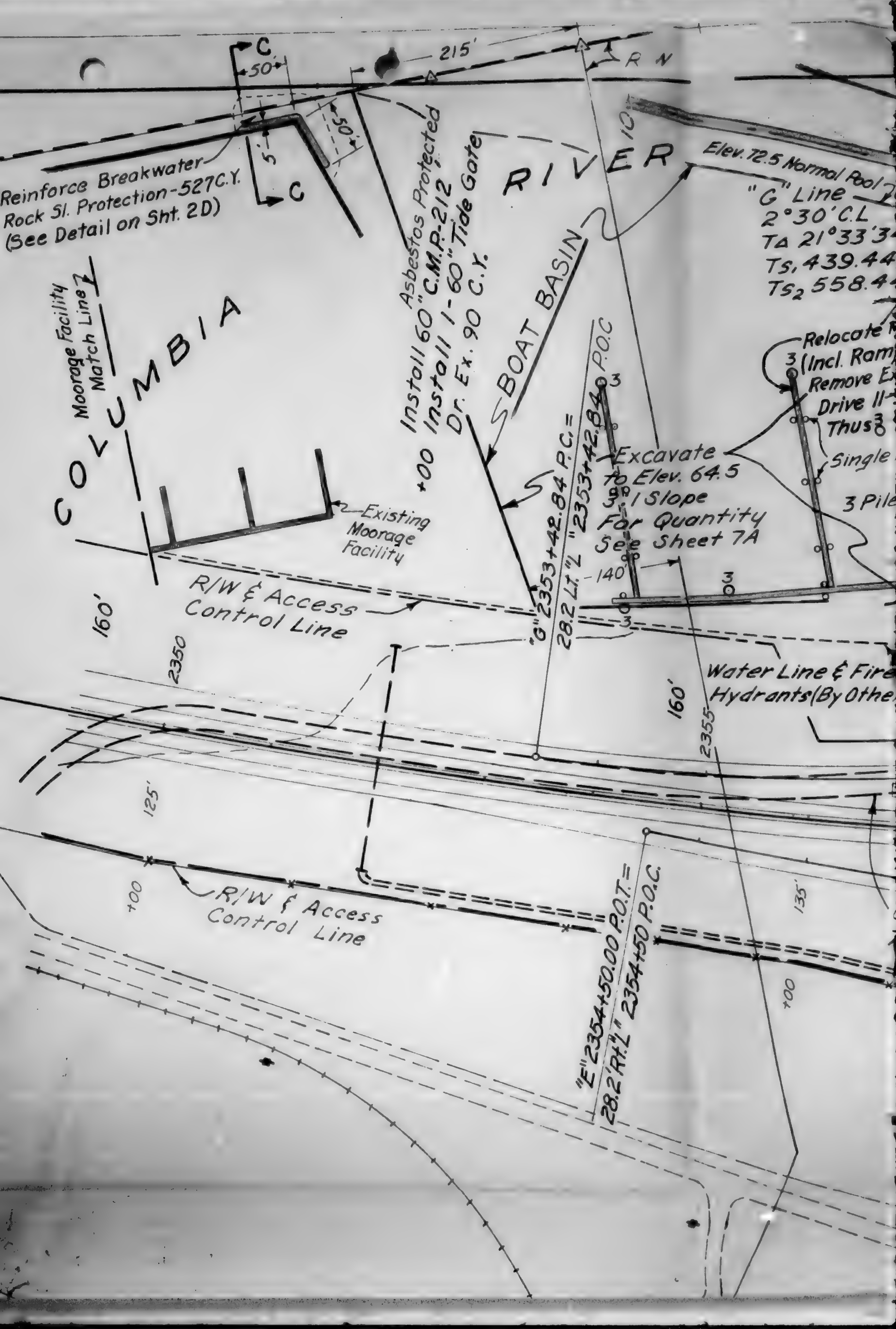
Very truly yours

PORT OF THE DALLES

Dolph D. Kimsey
Manager

DDK:H

RECEIVED
JUL 26 196
OREGON
STATE HIGHWAY COMMISSION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50'
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50'
5'
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Reinforce Breakwater Rock Sl. Protection-527C.Y. (See Detail on Sht. 2D)
Asbestos Protected
Install 60" C.M.P.-212
Install 1-60" Tide Gate
Dr. Ex. 90 C.Y.
RIVER
10'
Elev. 72.5 Normal Pool
"G" Line
2°30' C.L
TΔ 21°33'3
Ts1 439.44
Ts2 558.4
BOAT BASIN
COLUMBIA
Moorage Facility Match Line
+00
Existing Moorage Facility
"G" 2353+42.84 P.C.=
28.2' Lt. "L" 2353+42.84 P.O.C.
3
Relocate
3 (Incl. Ram
Remove Ex
Drive 11
Thus 3
Single
3 Pile
Excavate to Elev. 64.5
3:1 Slope
For Quantity See Sheet 7A
140'
3
3
R/W & Access Control Line
160'
2350
Water Line & Fire Hydrants (By Othe
160'
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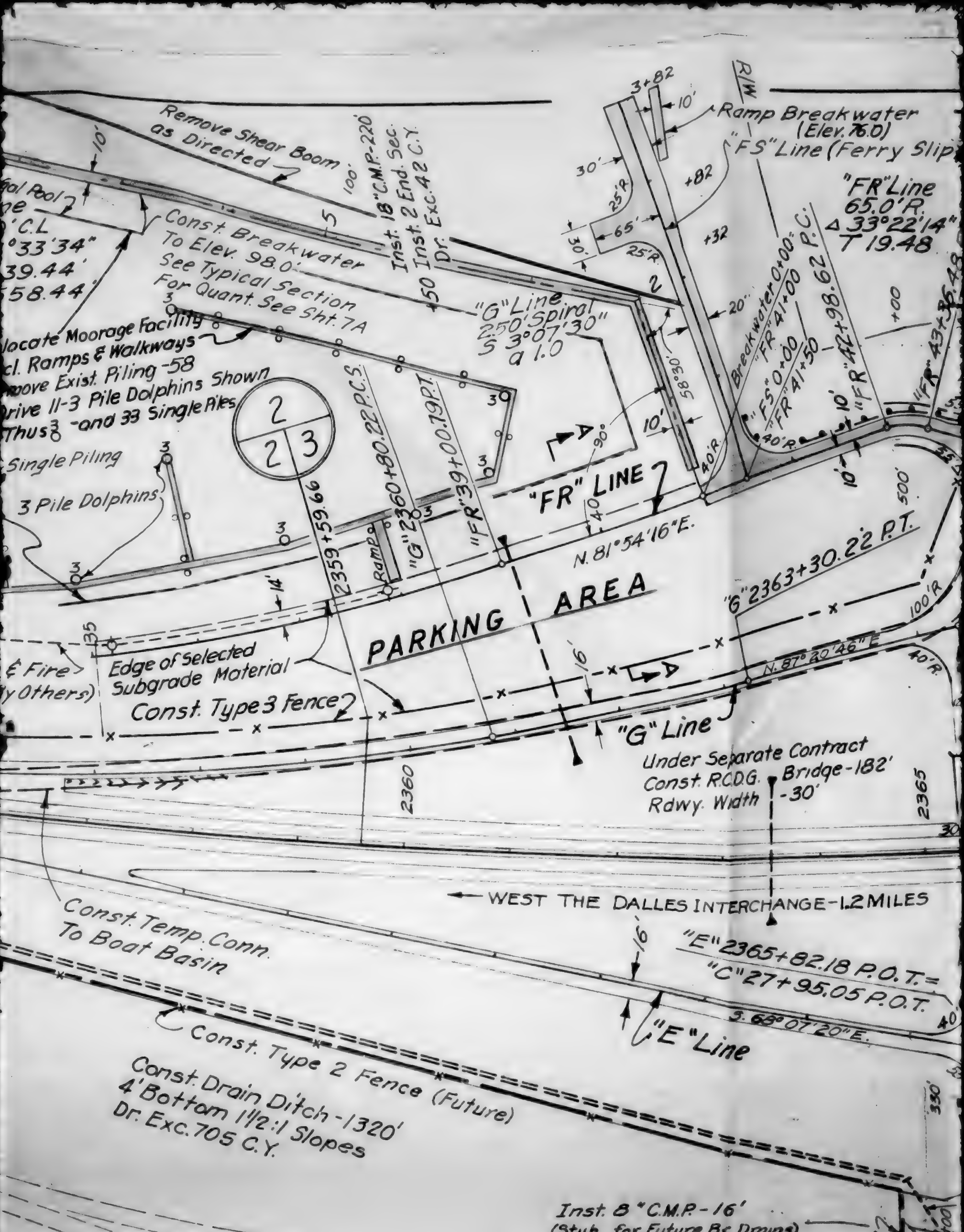
125'
+00
R/W & Access Control Line
"E" 2354+50.00 P.O.T.=
28.2' Rt. "L" 2354+50 P.O.C.
135'
+00


Remove Shear Boom as Directed
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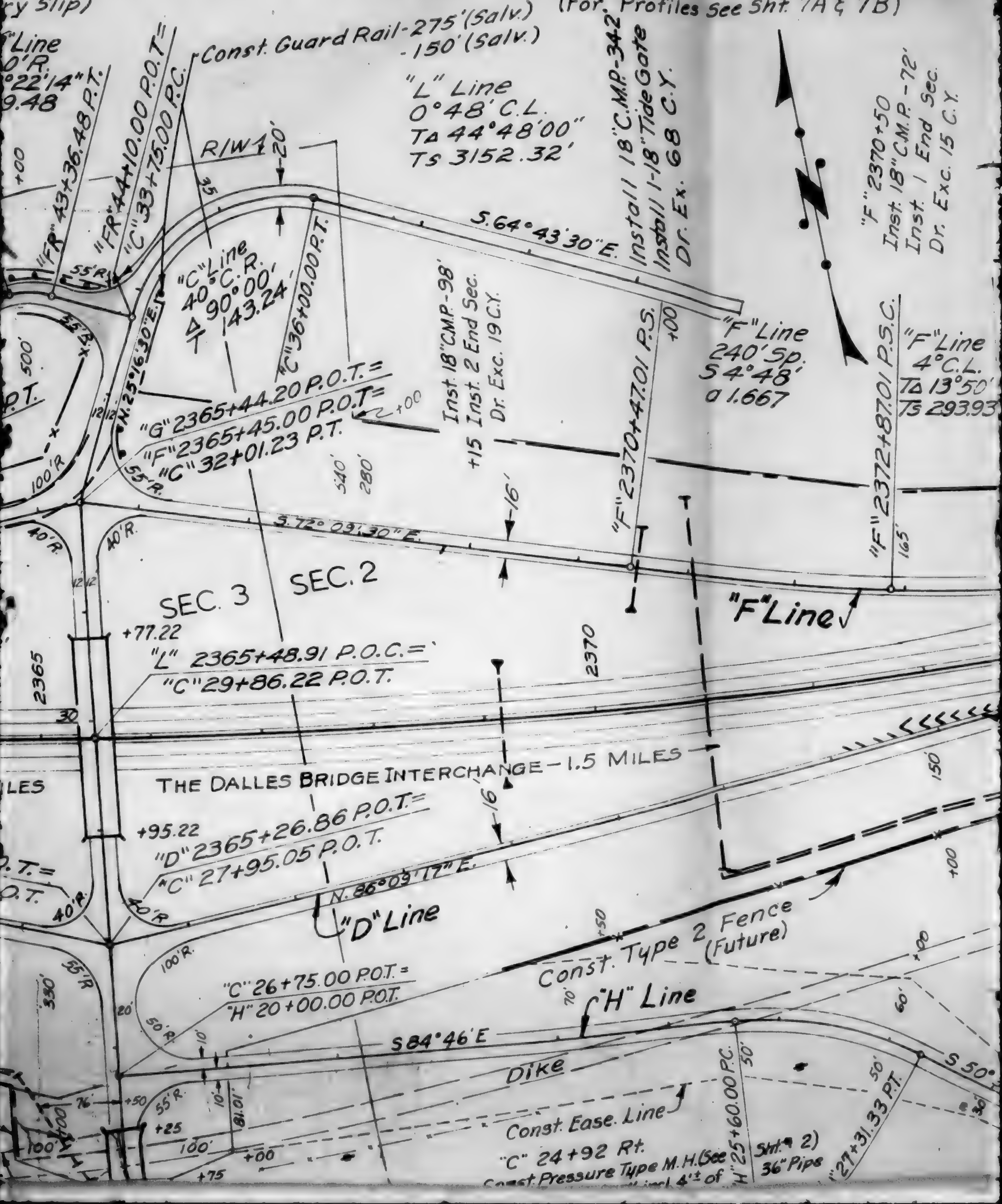
gal Pool
ne
'C.L.
°33'34"
39.44'
58.44'
Const. Breakwater To Elev. 98.0'
See Typical Section
For Quant. See Sht. 7A
100'
5
Inst. 18" C.M.P.-220'
Inst. 2 End. Sec.
Dr. Exc. 42 C.Y.
50
R/W
3+82
10'
Ramp Breakwater (Elev. 76.0)
"FS" Line (Ferry Slip
30'
25'R.
+82
65'
30'
25'R.
+32
"FR" Line
65.0'R.
Δ 33°22'14"
T 19.48
2
"G" Line
250' Spiral
S 3°07'30"
a 1.0
20'
58°30'
Breakwater 0+00
"FR" 41+00 P.C.
"FS" 0+00
"FR" 41+50
"FR" 42+98.62 P.C.
"FR" 43+
+00
locate Moorage Facility
cl. Ramps & Walkways
move Exist. Piling -58
Drive 11-3 Pile Dolphins Shown
Thus 3 -and 33 Single Piles
Single Piling
3 Pile Dolphins
2
2 3
2359+59.66
"G" 2360+80.22 P.C.S.
"FR" 39+00.79 P.T.
Ramp
90°
10'
40'R.
40'R.
10'
10'
500'
"FR" LINE
40'
N. 81°54'16" E.
14'
PARKING AREA
"G" 2363+30.22 P.T.
100'R.
35
& Fire
y Others)
Edge of Selected Subgrade Material
Const. Type 3 Fence
16'
N. 87°20'46" E.
40'R.
"G" Line
Under Separate Contract
Const. R.C.D.G. Bridge-182'
Rdwy. Width -30'
2360
2365
30
← WEST THE DALLES INTERCHANGE-1.2 MILES
Const. Temp. Conn. To Boat Basin
16'
"E" 2365+82.18 P.O.T. =
"C" 27+95.05 P.O.T.
S. 68°07'20" E.
40'
"E" Line
Const. Type 2 Fence (Future)
Const. Drain Ditch -1320'
4' Bottom 1½:1 Slopes
Dr. Exc. 705 C.Y.
330'
Inst. 8" C.M.P. -16'
(Stub for Future Br. Drains)
Dr. Exc. 2 C.Y.
Line
100'
+00

ter
)
ry Slip)

T. 1 N., R. 13 E., W.M.

THE BREWERY GRADE INTERCH

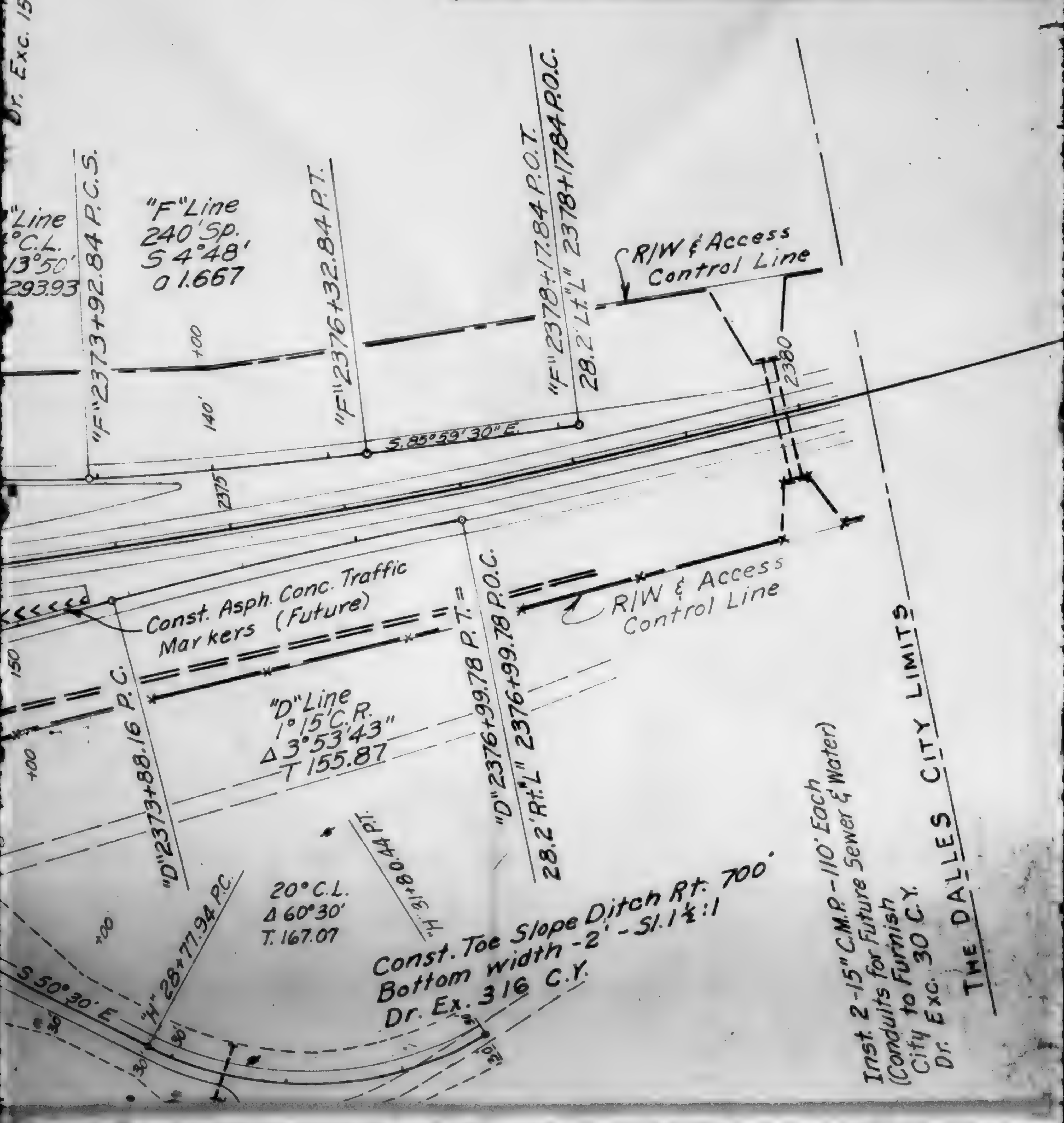
(For Profiles See Sht. 7A & 7B)



7V-13-1

RCHANGE

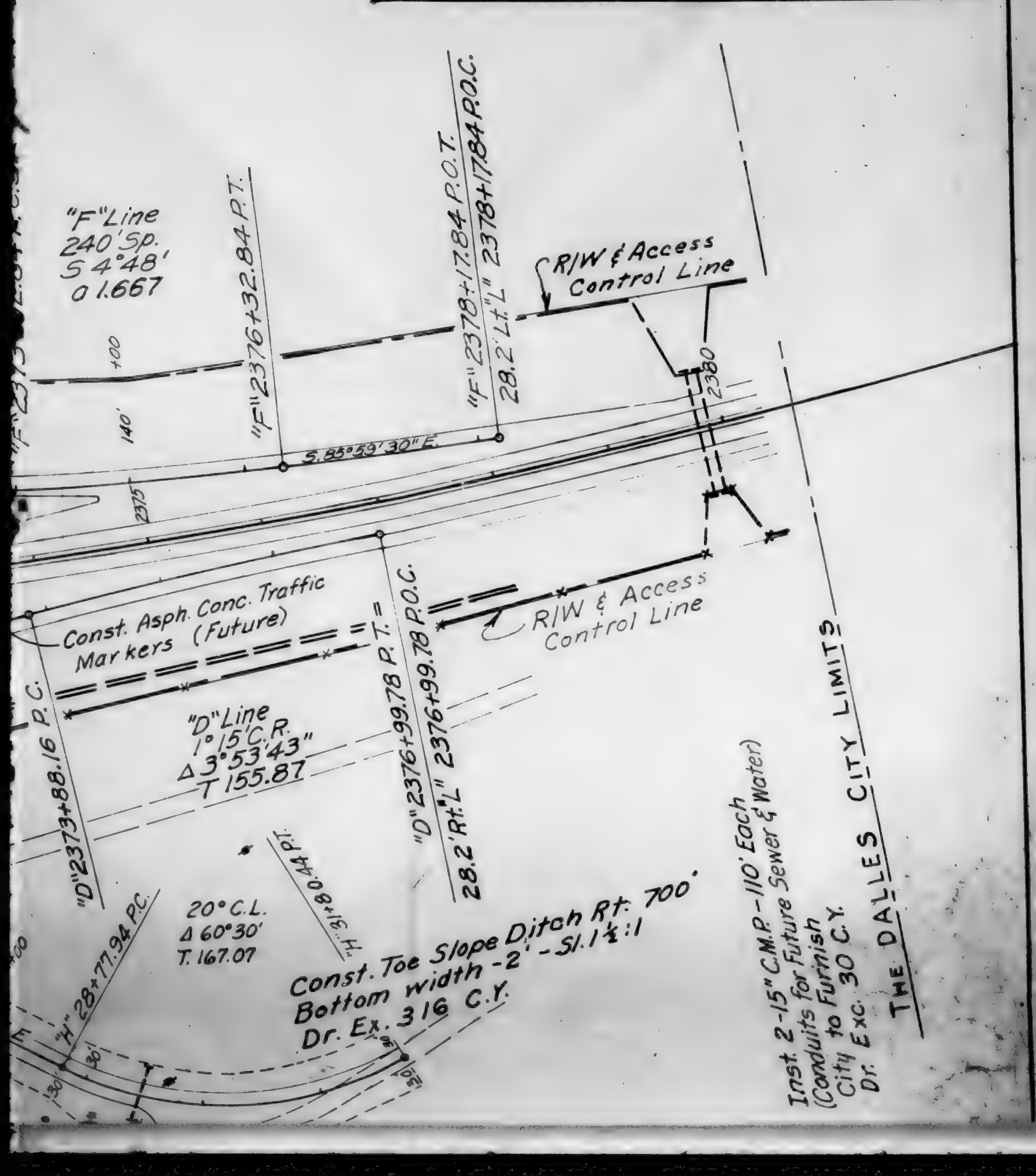
THE DALLES SECTION COLUMBIA RIVER HIGHWAY WASCO COUNTY				SHEET No. 7
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-3(27)81		See Index

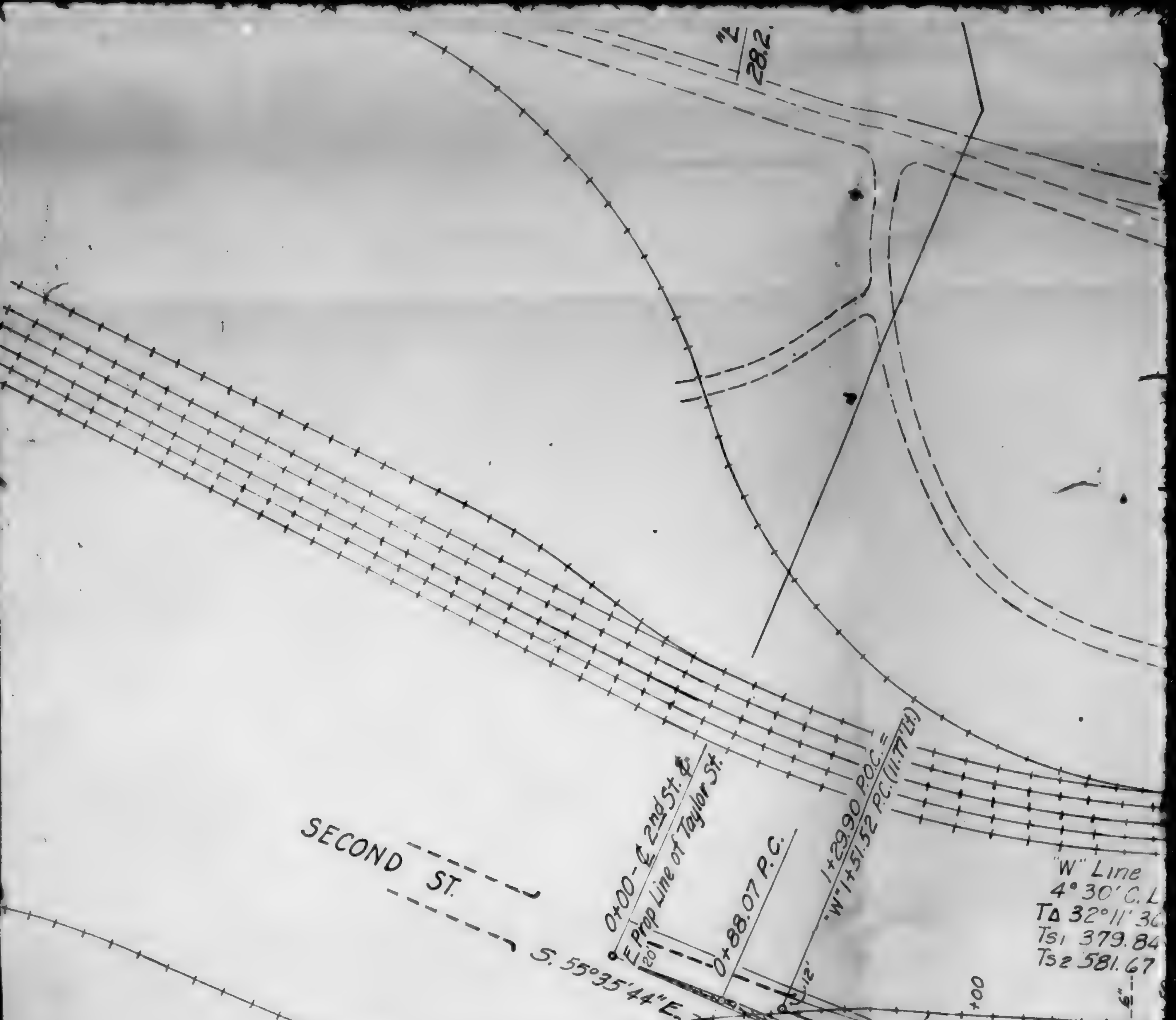


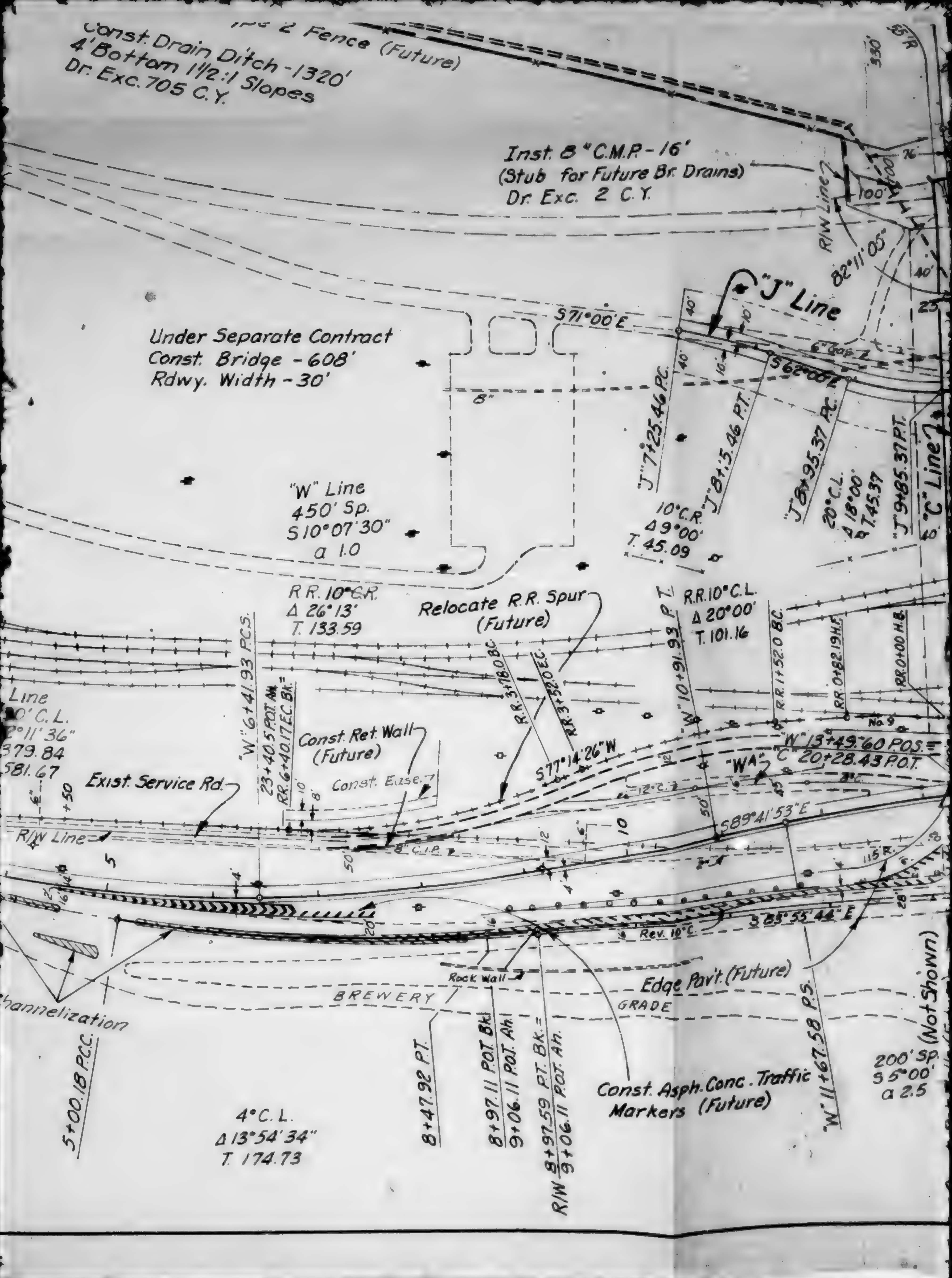
7V-13-1

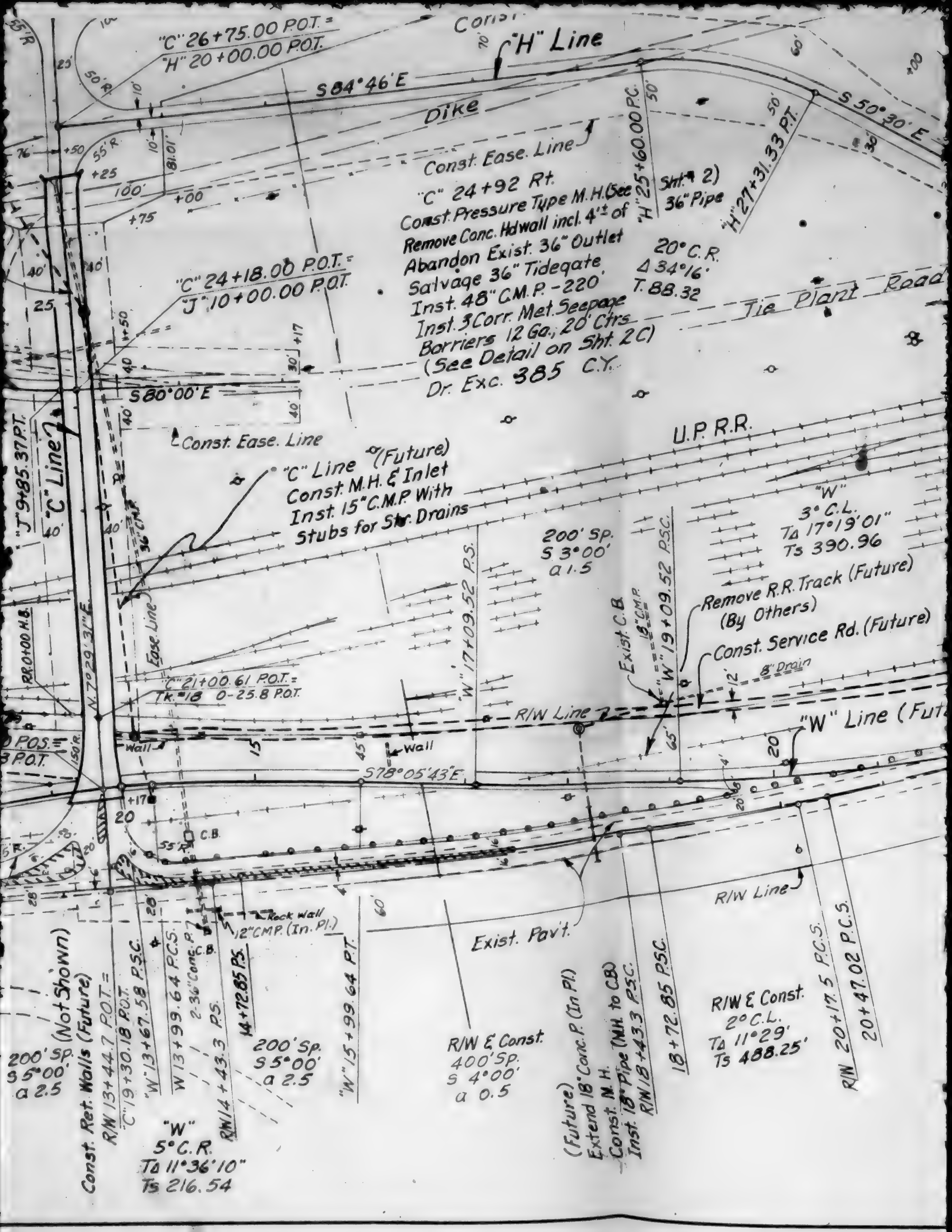
THE DALLES SECTION COLUMBIA RIVER HIGHWAY WASCO COUNTY				SHEET No. 7
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-3(27)81		See Index

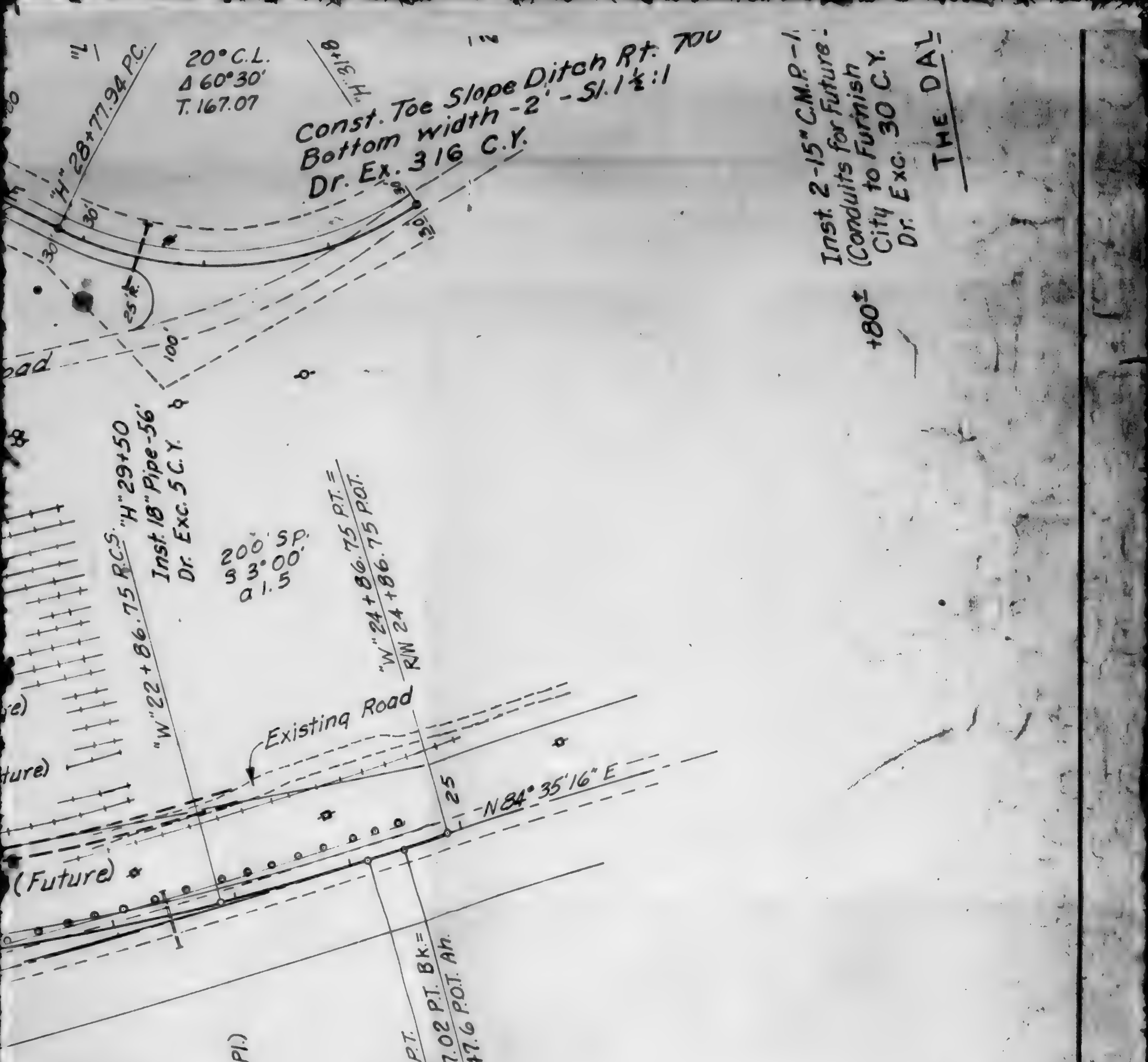
ANGE



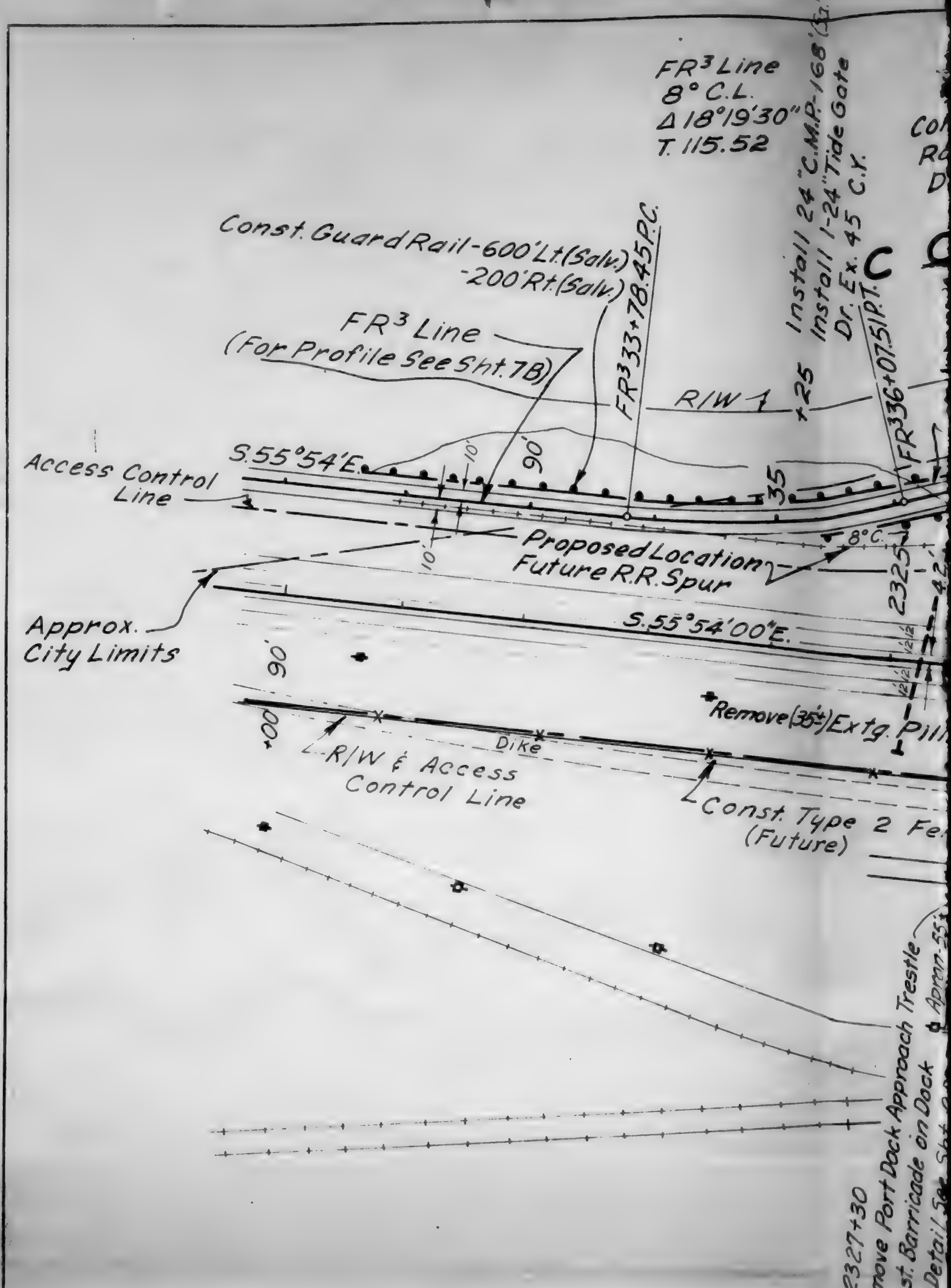

"L"
28.2
SECOND ST.
S. 55°35'44"E.
0+00 - ℄ 2nd St. ℄
E Prop Line of Taylor St.
20'
0+88.07 P.C.
1+29.90 P.O.C. =
"W" 1+51.52 P.C. (11.77' Lt.)
12'
+00
6'
"W" Line
4° 30' C. L
TΔ 32°11' 3
Ts1 379.84
Ts2 581.67
R/W L
4'
Old Hwy.
3°30' C.L.
Δ 28°20'
T 413.22
Exist. Channel
+00 (Future)
Const. App. Lt.

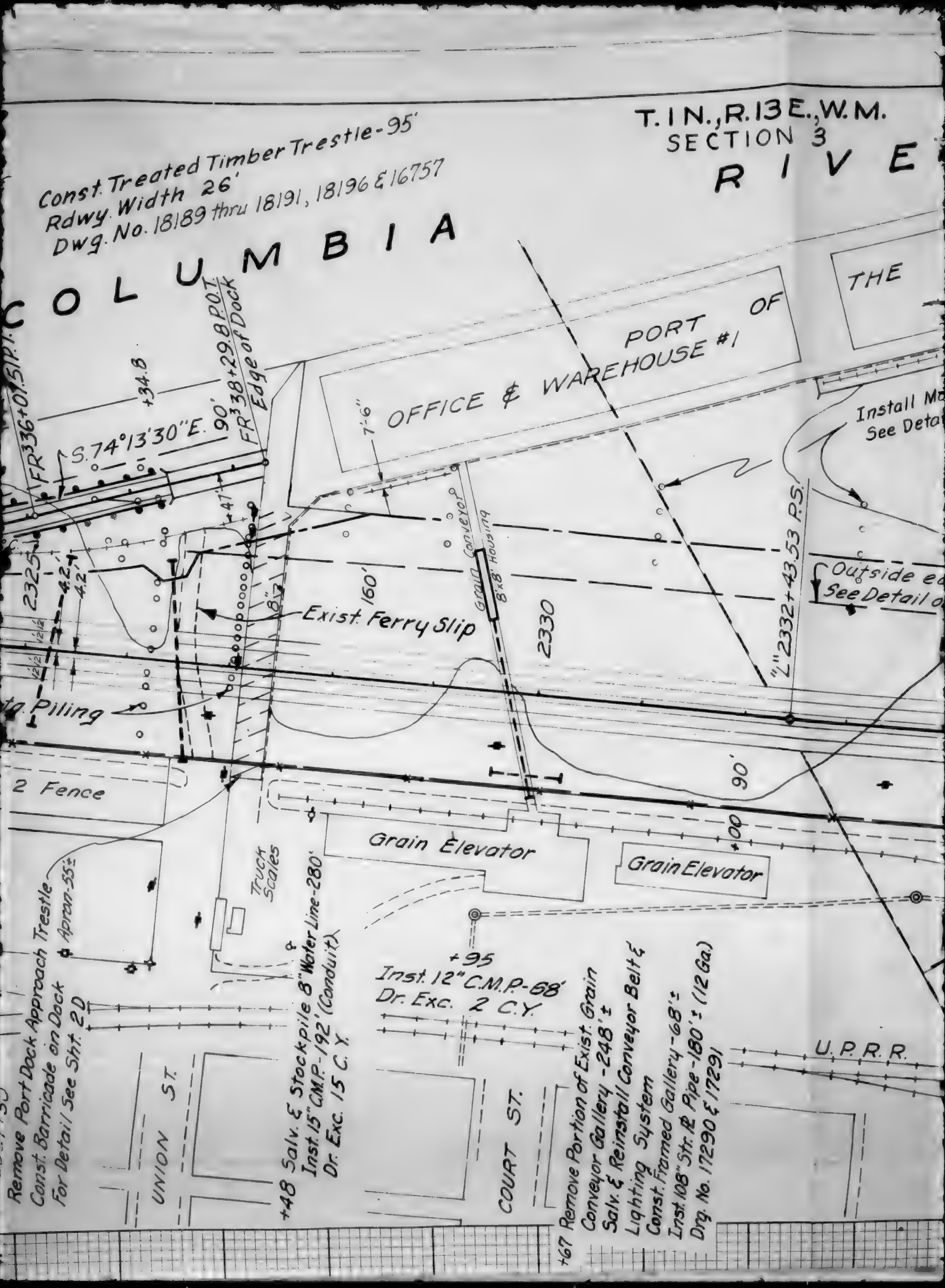

Const. Drain Ditch - 1320'
4' Bottom 1½:1 Slopes
Dr. Exc. 705 C.Y.
2 Fence (Future)
Inst. 8" C.M.P. - 16'
(Stub for Future Br. Drains)
Dr. Exc. 2 C.Y.
R/W Line
100'
82°11'05"
40'
"J" Line
S71°00'E
S62°00'E
6" Gas
Under Separate Contract
Const. Bridge - 608'
Rdwy. Width - 30'
8"
"J" 7+25.46 P.C.
"J" 8+15.46 P.T.
"J" 8+95.37 P.C.
"J" 9+85.37 P.T.
"C" Line
10°C.R.
Δ 9°00'
T. 45.09
20°C.L.
Δ 18°00'
T. 45.37
"W" Line
450' Sp.
S 10°07'30"
a 1.0
R.R. 10°C.R.
Δ 26°13'
T. 133.59
Relocate R.R. Spur
(Future)
R.R. 10°C.L.
Δ 20°00'
T. 101.16
R.R. 3+78.0 B.C.
R.R. 3+52.0 E.C.
"W" 10+91.93 P.T.
R.R. 1+52.0 B.C.
R.R. 0+82.19 H.F.
R.R. 0+00 H.B.
No 9
"W" 6+41.93 P.C.S.
23+40.5 P.O.T. Ah.
R.R. 6+40.17 E.C. Bk.=
Line
°C.L.
°11'36"
379.84
581.67
Const. Ret. Wall
(Future)
Const. Ease.
S77°14'26"W
"W" 13+49.60 P.O.S.=
"C" 20+28.43 P.O.T.
"WA"
Exist. Service Rd.
R/W Line
+50
5
10
S89°41'53"E
8" C.I.P.
Rev. 10°C.
S 88°55'44"E
115'R.
Rock Wall
Edge Pavt. (Future)
BREWERY
GRADE
Channelization
5+00.18 P.C.C.
8+47.92 P.T.
8+97.11 P.O.T. Bk.
9+06.11 P.O.T. Ah.
R/W 8+97.59 P.T. Bk.=
9+06.11 P.O.T. Ah.
Const. Asph. Conc. Traffic
Markers (Future)
"W" 11+67.58 P.S.
(Not Shown)
200' Sp.
S 5°00'
a 2.5
4°C.L.
Δ 13°54'34"
T. 174.73

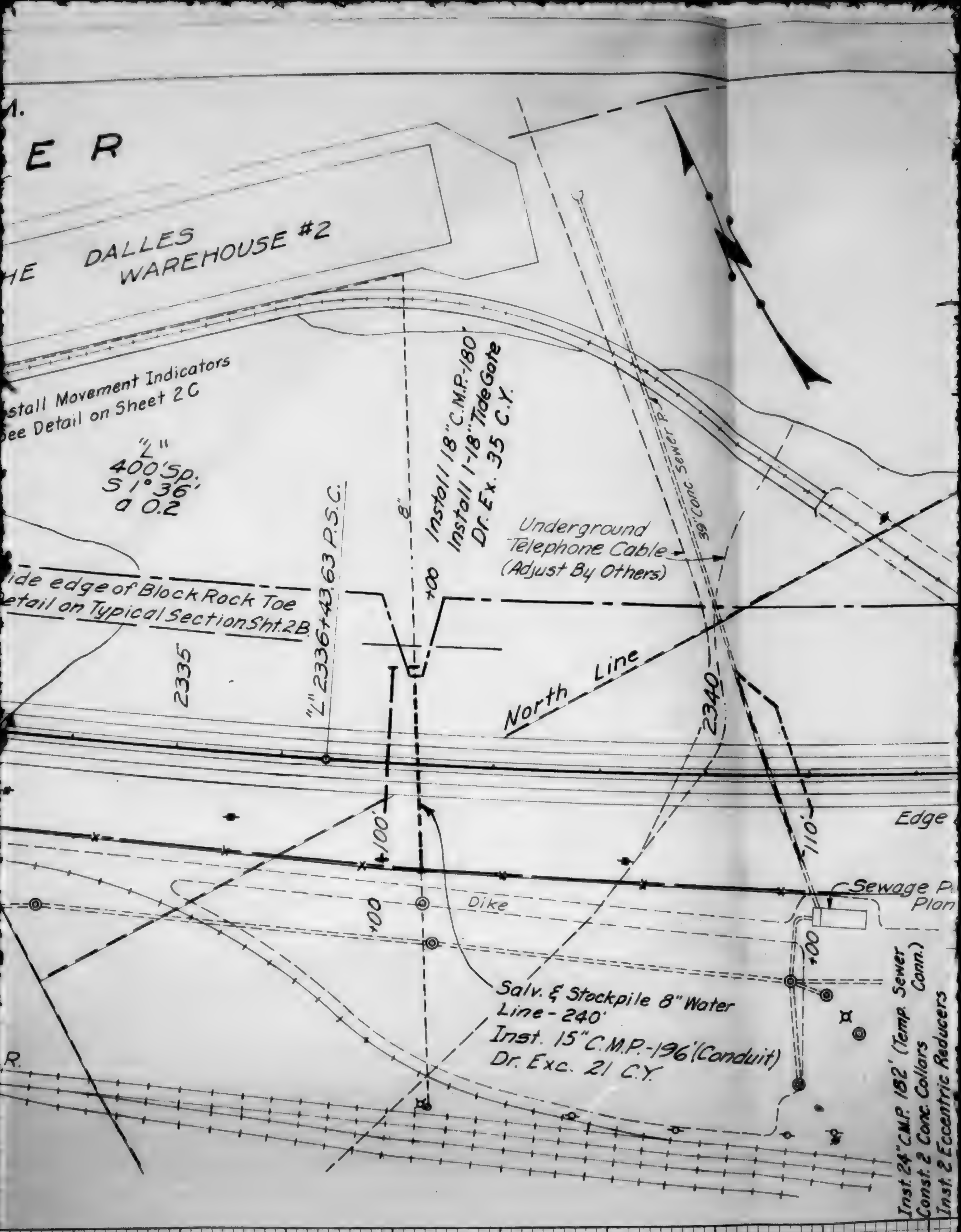

"C" 26+75.00 P.O.T. =
"H" 20+00.00 P.O.T.
Const.
"H" Line
S 84°46'E
S 50°30'E
Dike
Const. Ease. Line
"C" 24+92 Rt.
Const. Pressure Type M.H. (See Sht. 2)
Remove Conc. Hdwall incl. 4'± of 36" Pipe
Abandon Exist. 36" Outlet
Salvage 36" Tidegate
Inst. 48" C.M.P. -220'
Inst. 3 Corr. Met. Seepage
Barriers 12 Ga.; 20' Ctrs.
(See Detail on Sht. 2C)
Dr. Exc. 385 C.Y.
"H" 25+60.00 P.C.
"H" 27+31.33 P.T.
20° C.R.
Δ 34°16'
T. 88.32
Tie Plant Road
"C" 24+18.00 P.O.T. =
"J" 10+00.00 P.O.T.
S 80°00'E
Const. Ease. Line
U.P.R.R.
"C" Line (Future)
Const. M.H. & Inlet
Inst. 15" C.M.P. With
Stubs for Str. Drains
"J" 9+85.37 P.T.
"C" Line
N. 7°29'31"E.
36" C.M.P.
Ease. Line
RR. 0+00 H.B.
"C" 21+00.61 P.O.T. =
Tk. #18 0-25.8 P.O.T.
"W" 17+09.52 P.S.
"W" 19+09.52 P.S.C.
200' Sp.
S 3°00'
a 1.5
"W"
3° C.L.
TΔ 17°19'01"
Ts 390.96
Exist. C.B.
18" C.M.P.
Remove R.R. Track (Future)
(By Others)
Const. Service Rd. (Future)
8" Drain
R/W Line
"W" Line (Futu
Wall
Wall
S 78°05'43"E.
C.B.
Rock Wall
12" CMP. (In. Pl.)
2-36" Conc. P.
C.B.
Exist. Pav't.
R/W Line
P.O.S. =
P.O.T.
(Not Shown)
Const. Ret. Walls (Future)
R/W 13+44.7 P.O.T. =
"C" 19+30.18 P.O.T.
"W" 13+67.58 P.S.C.
W 13+99.64 P.C.S.
R/W 14+43.3 P.S.
14+72.85 P.S.
"W" 15+99.64 P.T.
200' Sp.
S 5°00'
a 2.5
200' Sp.
S 5°00'
a 2.5
"W"
5° C.R.
TΔ 11°36'10"
Ts 216.54
R/W & Const.
400' Sp.
S 4°00'
a 0.5
(Future)
Extend 18" Conc. P. (In Pl.)
Const. M.H.
Inst. 18" Pipe (M.H. to C.B.)
R/W 18+43.3 P.S.C.
18+72.85 P.S.C.
R/W & Const.
2° C.L.
TΔ 11°29'
Ts 488.25'
R/W 20+17.5 P.C.S.
20+47.02 P.C.S.
25
50'
10'
55'R
81.01'
100'
+50
+25
+00
+75
76
40'
40'
25
+50
40
+17
30'
40
40
40'
40'
15
45
65'
12'
20
20
4'
150'R
+17
20
55'R
20'
28
28
60
60'
50'
50'
30
70
+00


20° C.L.
Δ 60°30'
T. 167.07
"H" 28+77.94 P.C.
"H" 31+8
Const. Toe Slope Ditch Rt. 700
Bottom width -2' - Sl. 1½:1
Dr. Ex. 316 C.Y.
Inst. 2-15" C.M.P.-1
(Conduits for Future -
City to Furnish
Dr. Exc. 30 C.Y.
THE DAL
+80±
30'
30'
30'
30'
25 R.
100'
oad
"H" 29+50
Inst. 18" Pipe-56'
Dr. Exc. 5 C.Y.
200' Sp.
S 3°00'
a 1.5
"W" 22+86.75 R.C.S.
"W" 24+86.75 P.T. =
R/W 24+86.75 P.O.T.
Existing Road
N 84° 35' 16" E
25
se)
ture)
(Future)
R/W & Const.
400' Sp.
S 4°00'
a 0.5
18" Pipe (In Pl.)
R/W 24+17.5 P.T.
24+47.02 P.T. Bk. =
R/W 24+47.6 P.O.T. Ah.

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO. Br. Details	CHECKED	T.A.R.	9-13-62

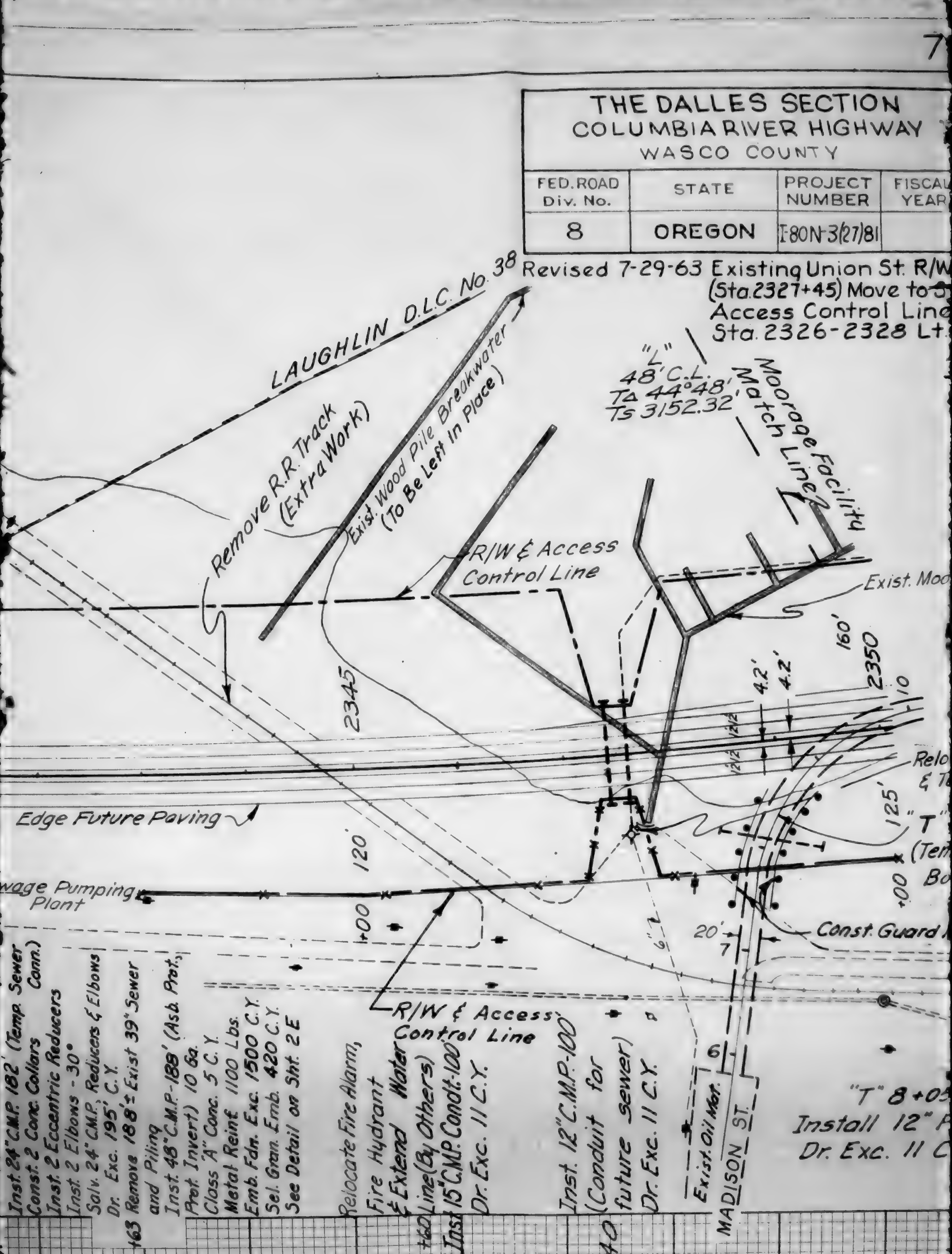



T. 1 N., R. 13 E., W.M.
SECTION 3
COLUMBIA RIVE
Const. Treated Timber Trestle-95'
Rdwy. Width 26'
Dwg. No. 18189 thru 18191, 18196 & 16757
PORT OF THE
OFFICE & WAREHOUSE #1
FR 336+01.51 P.I.
+34.8
S.74°13'30"E. 90'
FR 338+29.8 P.O.T.
Edge of Dock
7'-6"
4.7'
Install Ma
See Deta
Outside ed
See Detail o
"L" 2332+43.53 P.S.
2325
4.2'
4.2'
160'
Grain Conveyor
8'x8' Housing
2330
Exist. Ferry Slip
ta Piling
2 Fence
90'
+00
Grain Elevator
Grain Elevator
Truck Scales
Apron-55'±
Remove Port Dock Approach Trestle
Const. Barricade on Dock
For Detail See Sht. 2D
+48 Salv. & Stockpile 8" Water Line-280'
Inst. 15" C.M.P.-192' (Conduit)
Dr. Exc. 15 C.Y.
+95
Inst. 12" C.M.P.-68'
Dr. Exc. 2 C.Y.
+67 Remove Portion of Exist. Grain
Conveyor Gallery -248'±
Salv. & Reinstall Conveyor Belt &
Lighting System
Const. Framed Gallery -68'±
Inst. 108" Str. Pl. Pipe-180'± (12 Ga.)
Drg. No. 17290 & 17291
U.P.R.R.
UNION ST.
COURT ST.


M.
E R
HE DALLES
WAREHOUSE #2
N
stall Movement Indicators
See Detail on Sheet 2C
"L"
400'Sp.
S 1° 36'
a 0.2
8"
Install 18" C.M.P.-180'
Install 1-18" Tide Gate
Dr. Ex. 35 C.Y.
+00
Underground
Telephone Cable
(Adjust By Others)
39" Conc. Sewer P.J.
ide edge of Block Rock Toe
etail on Typical Section Sht. 2B
2335
"L" 2336+43.63 P.S.C.
North Line
2340
Edge
+100'
110'
Sewage P
Plan
Dike
+00
+00
Salv. & Stockpile 8" Water
Line - 240'
Inst. 15" C.M.P. - 196' (Conduit)
Dr. Exc. 21 C.Y.
R.
Inst. 24" C.M.P. 182' (Temp. Sewer Conn.)
Const. 2 Conc. Collars
Inst. 2 Eccentric Reducers

THE DALLES SECTION
COLUMBIA RIVER HIGHWAY
WASCO COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	I-80N-3(27)81	


Revised 7-29-63 Existing Union St. R/W
(Sta. 2327+45) Move to
Access Control Line
Sta. 2326-2328 Lt.

LAUGHLIN D.L.C. No. 38
Remove R.R. Track (Extra Work)
Exist. Wood Pile Breakwater (To Be Left In Place)
"L" 48' C.L. TΔ 44°48' Ts 3152.32'
Match Line
Moorage Facility
R/W & Access Control Line
Exist. Moo
2345
2350
160'
4.2'
4.2'
12½
12½
12½
10
Relo
& T
125'
"T"
(Tem
Bo
+00
Edge Future Paving
120
wage Pumping Plant
+00
Const. Guard
20'
7
6
6"
R/W & Access Control Line
"T" 8+05
Install 12"
Dr. Exc. 11 C
Inst. 24" C.M.P. 182' (Temp. Sewer Conn.)
Const. 2 Conc. Collars
Inst. 2 Eccentric Reducers
Inst. 2 Elbows - 30°
Salv. 24" C.M.P., Reducers & Elbows
Dr. Exc. 195 C.Y.
+63 Remove 188'± Exist 39" Sewer and Piling
Inst. 48" C.M.P.-188' (Asb. Prot., Prot. Invert) 10 Ga.
Class "A" Conc. 5 C.Y.
Metal Reinf. 1100 Lbs.
Emb. Fdn. Exc. 1500 C.Y.
Sel. Gran. Emb. 420 C.Y.
See Detail on Sht. 2E
Relocate Fire Alarm, Fire Hydrant & Extend Water Line (By Others)
+60 Inst. 15" C.M.P. Condt.-100
Dr. Exc. 11 C.Y.
+40 Inst. 12" C.M.P.-100 (Conduit for future sewer)
Dr. Exc. 11 C.Y.
Exist. Oil Mat.
MADISON ST.

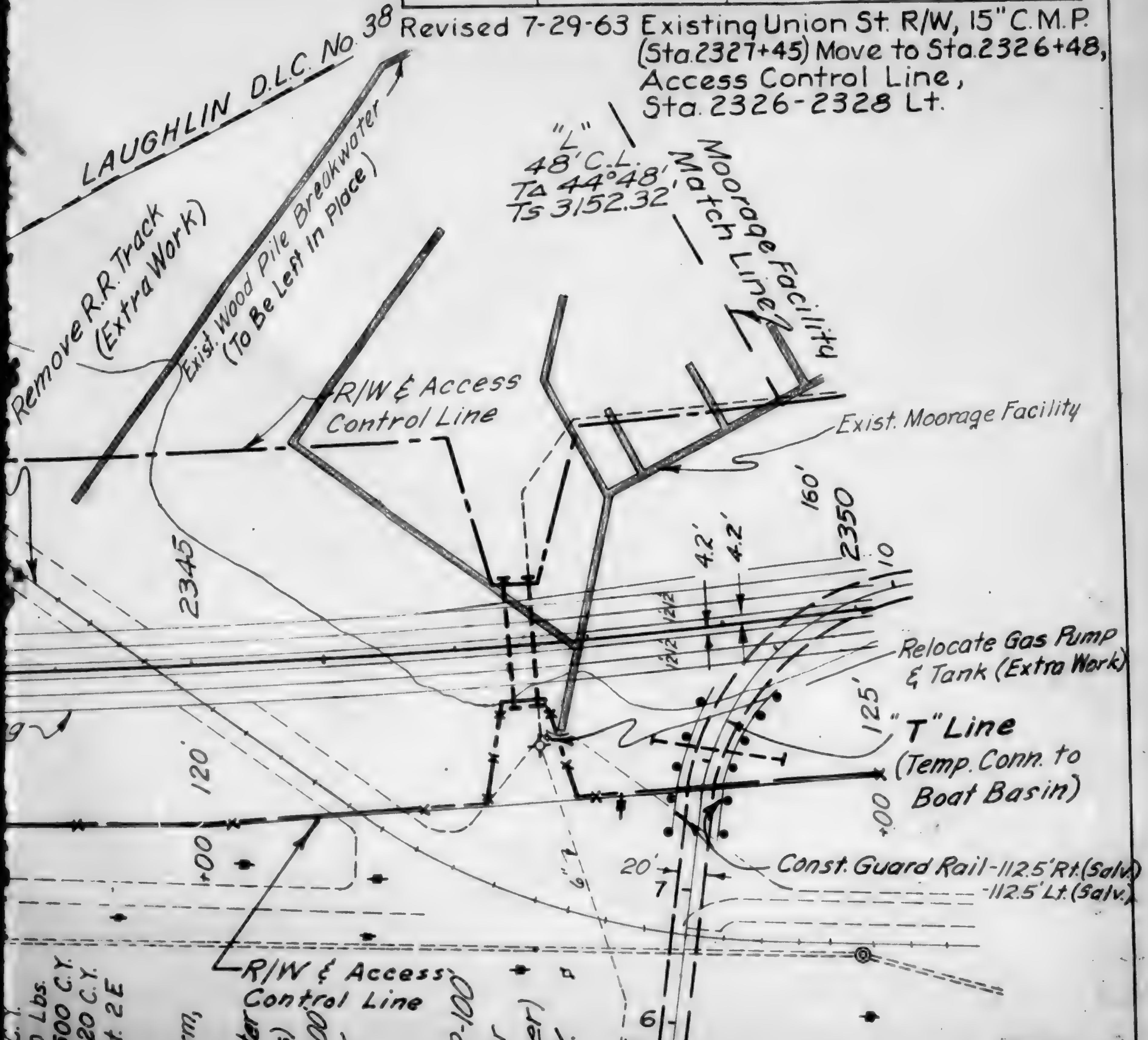
7V-13-1.10

THE DALLES SECTION
COLUMBIA RIVER HIGHWAY
WASCO COUNTY

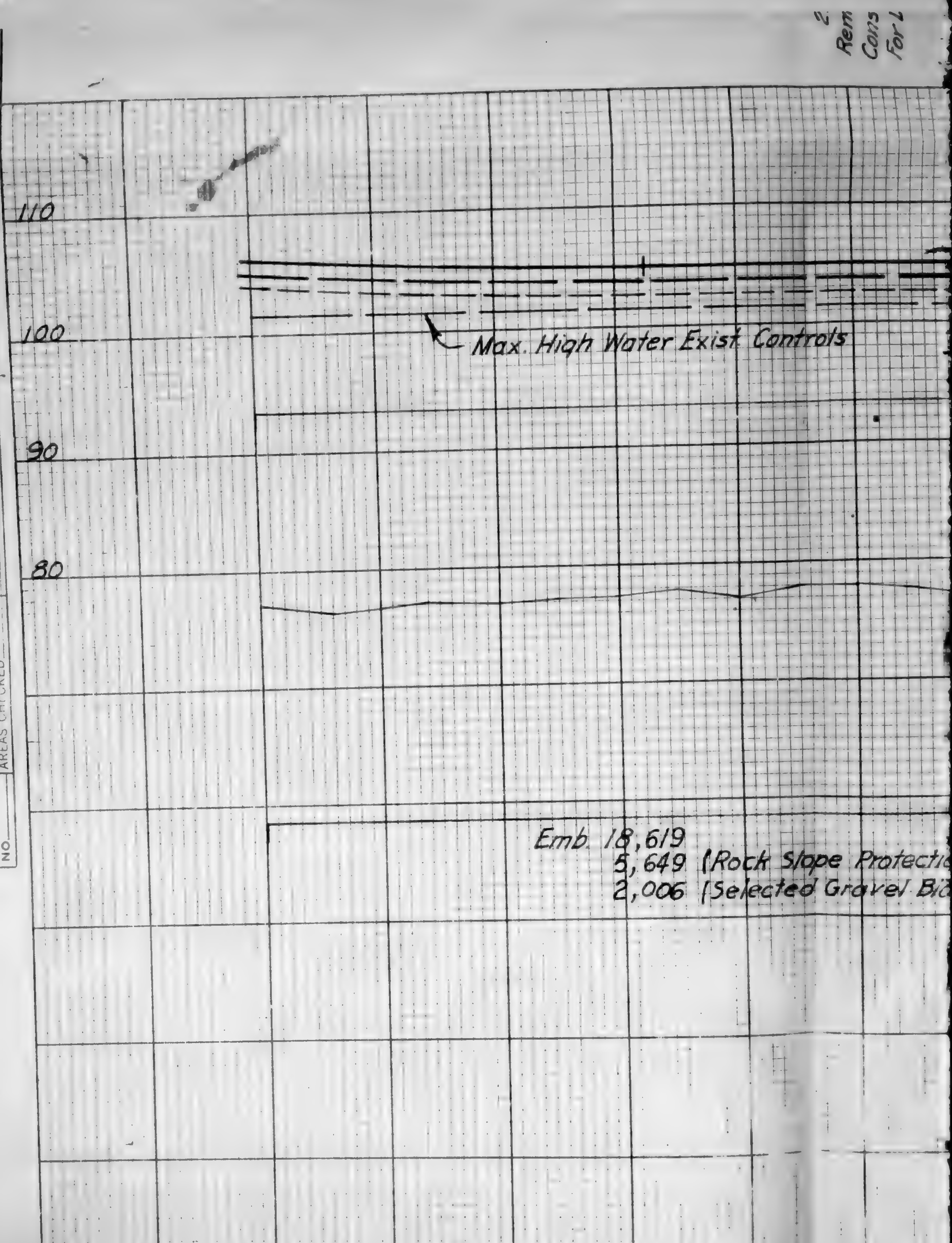
SHEET No. 6

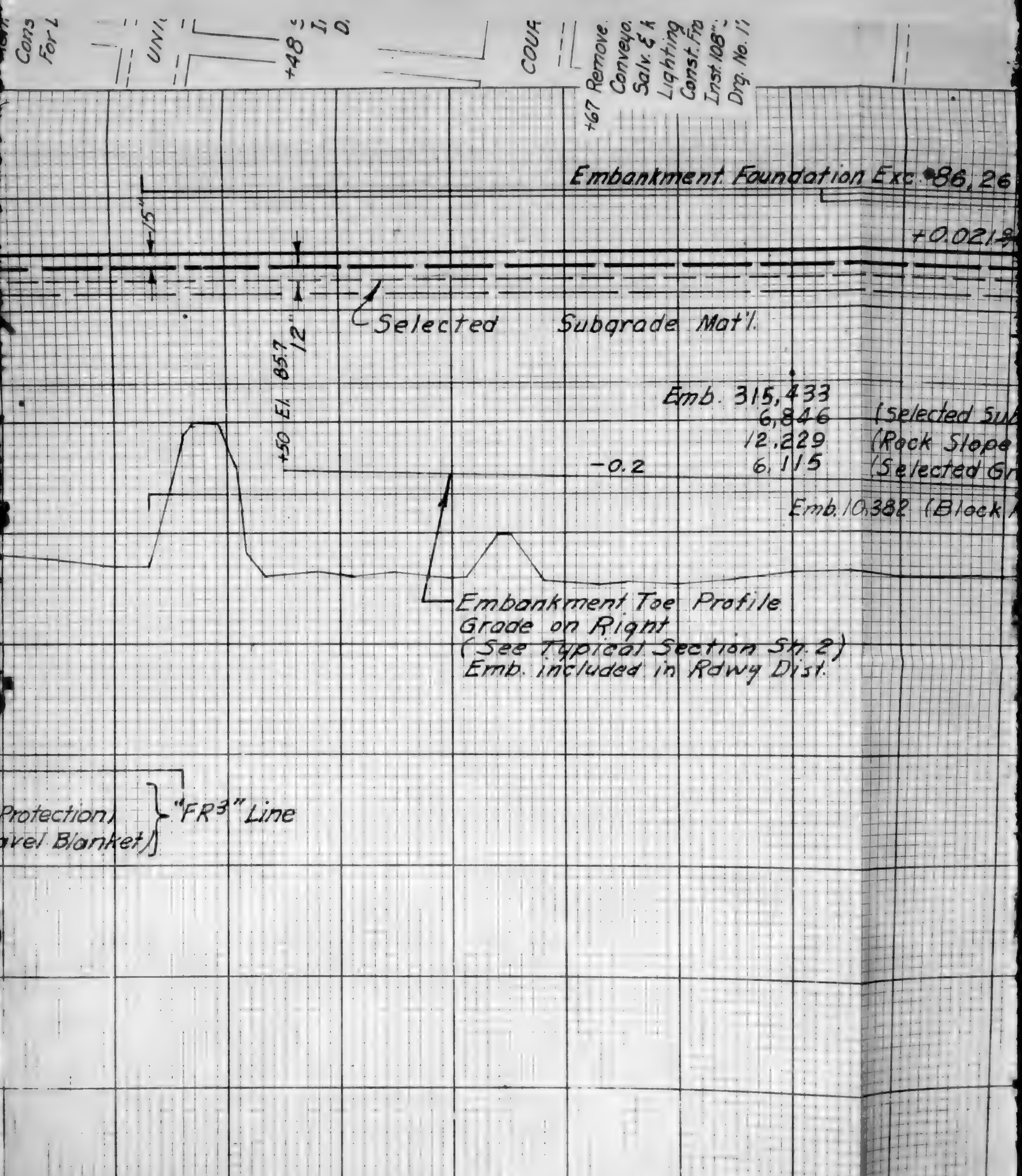
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-3(27)81		See Index

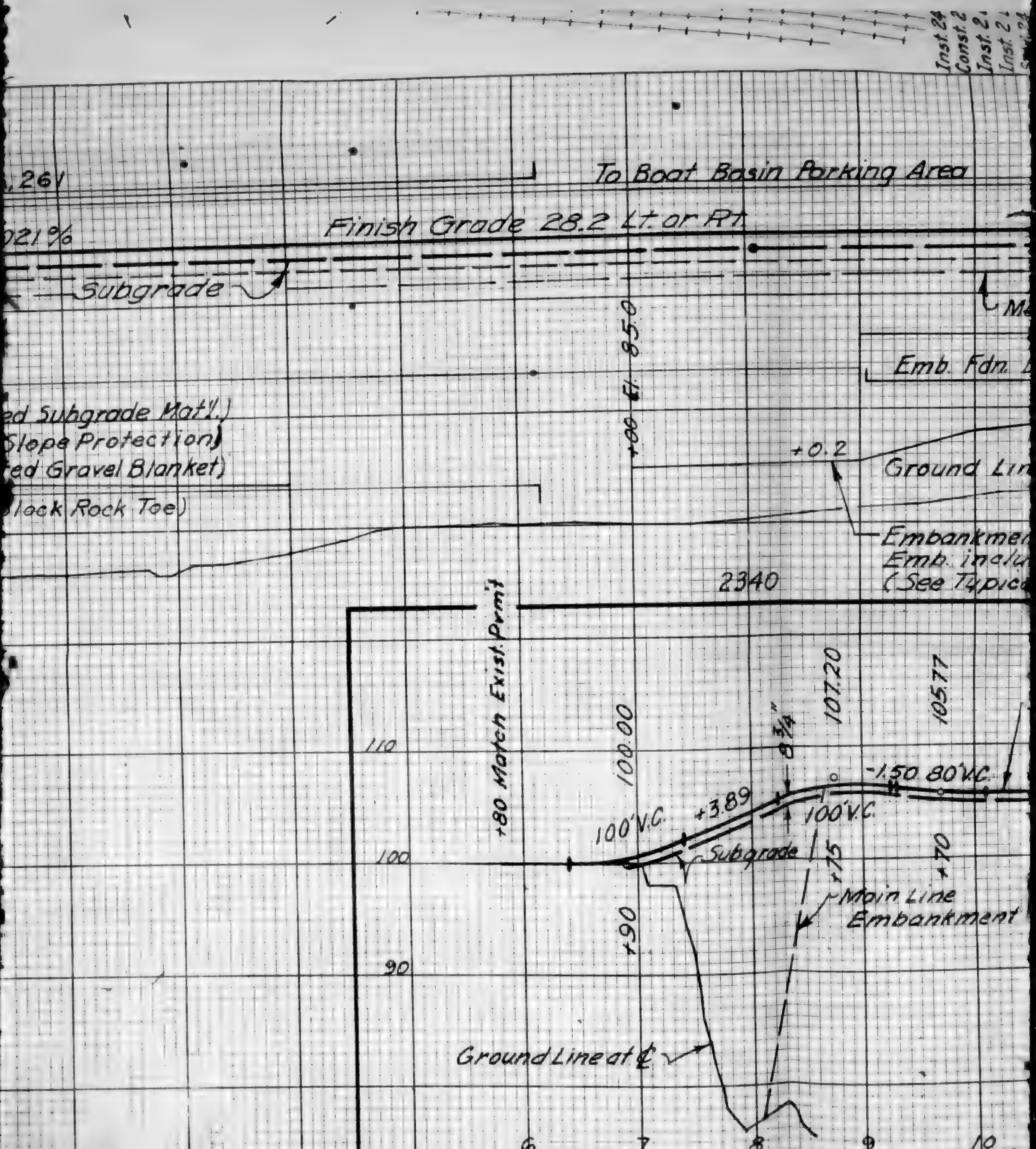
Revised 7-29-63 Existing Union St. R/W, 15" C.M.P. (Sta. 2327+45) Move to Sta. 2326+48, Access Control Line, Sta. 2326-2328 Lt.

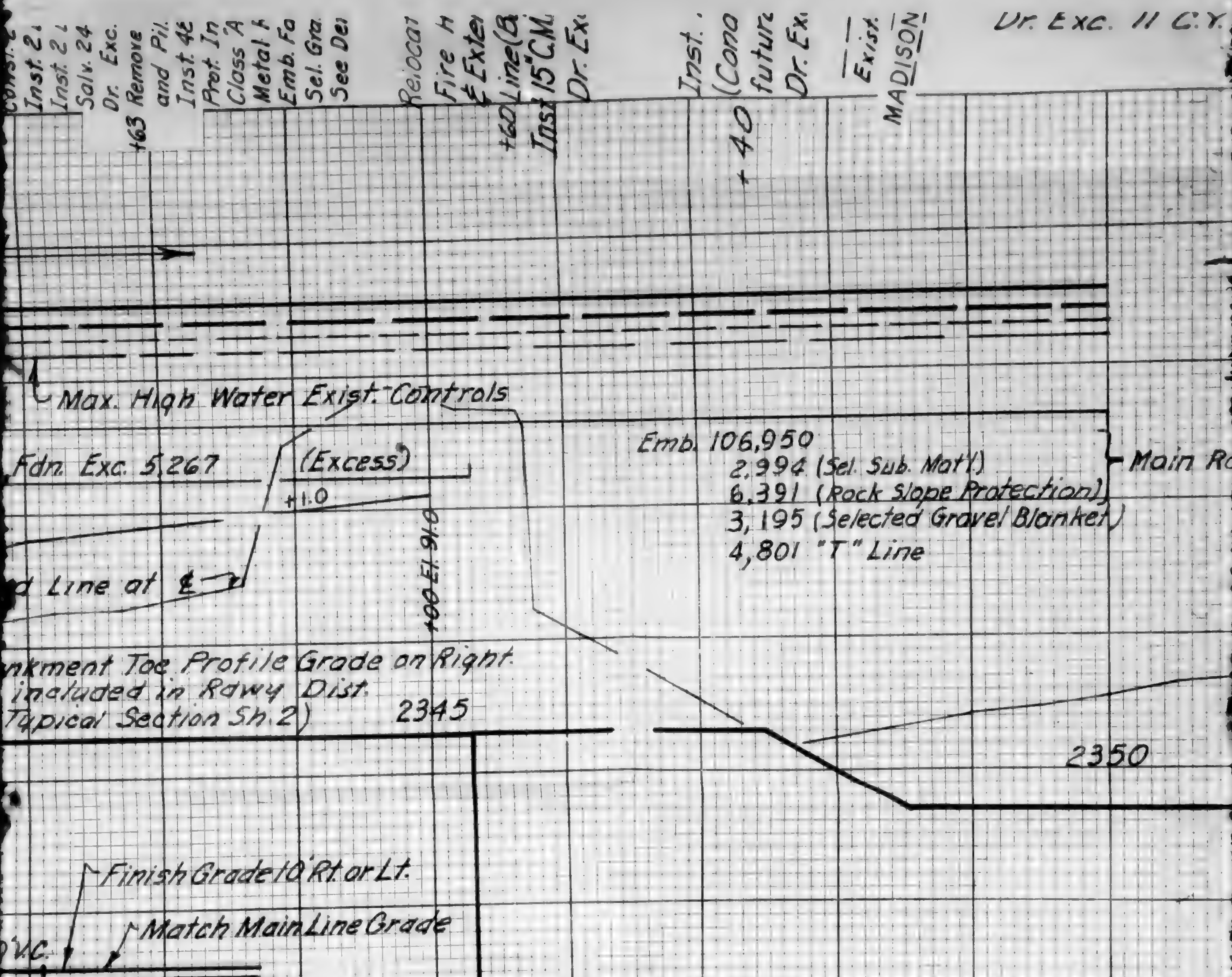

LAUGHLIN D.L.C. No. 38
Remove R.R. Track (Extra Work)
Exist. Wood Pile Breakwater (To Be Left in Place)
"L" 48' C.L. T∆ 44°48' Ts 3152.32'
Moorage Facility Match Line
R/W & Access Control Line
Exist. Moorage Facility
2345
160'
2350
10
4.2'
4.2'
12'12
12'12
Relocate Gas Pump & Tank (Extra Work)
"T" Line (Temp. Conn. to Boat Basin)
125'
+00
120'
+00
6'
Const. Guard Rail-112.5' Rt. (Salv.)
-112.5' Lt. (Salv.)
20'
7
R/W & Access Control Line
6
"T" 8+05
Install 12" Pipe-100'
Dr. Exc. 11 C.Y.
Class A Conc. 5 C.Y.
Metal Reinf. 1100 Lbs.
Emb. Fdn. Exc. 1500 C.Y.
Sel. Gran. Emb. 420 C.Y.
See Detail on Sht. 2E
Relocate Fire Alarm, Fire Hydrant & Extend Water Line (By Others)
+60 Inst. 15" C.M.P. Condt.-100'
Dr. Exc. 11 C.Y.
Inst. 12" C.M.P.-100' (Conduit for future sewer)
40
Dr. Exc. 11 C.Y.
Exist. Oil Mat.
MADISON ST.

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE


Rem
Cons
For L
110
100
90
80
Max. High Water Exist. Controls
Emb. 18,619
5,649 (Rock Slope Protectio
2,006 (Selected Gravel Bla
2320
2325


Cons
For L
UNI
+48
I
D.
COUA
+67 Remove.
Conveyo.
Salv. & R
Lighting
Const. Fro
Inst. 108"
Drg. No. 1
Embankment Foundation Exc. 86,26
+0.021
15"
12"
+50 El. 85.7
Selected Subgrade Mat'l.
Emb. 315,433
6,846 (Selected Sub
12,229 (Rock Slope
6,115 (Selected Gr
-0.2
Emb. 10,382 (Block
Embankment Toe Profile
Grade on Right
(See Typical Section Sh. 2)
Emb. included in Rdwy Dist.
Protection)
avel Blanket)
"FR³" Line
25
2330


Inst. 24
Const. 2
Inst. 2
Inst. 2
.261
To Boat Basin Parking Area
.021%
Finish Grade 28.2 Lt. or Rt.
Subgrade
M
+00 El. 85.0
Emb. Fdn. L
ed Subgrade Mat'l.)
(Slope Protection)
ted Gravel Blanket)
lack Rock Toe)
+0.2
Ground Lin
Embankmen
Emb. inclu
(See Typic
2340
+80 Match Exist. Pvm't
100.00
8 3/4"
107.20
105.77
110
-1.50 80' V.C.
+3.89
100' V.C.
100' V.C.
100
Subgrade
+75
+70
Main Line
Embankment
+90
90
Ground Line at ℄
6
7
8
9
10
"T" LINE (TEMPORARY
2335


Const.
Inst. 2
Inst. 2
Salv. 24
Dr. Exc.
+63 Remove
and Pi.
Inst. 4
Prot. In
Class A
Metal
Emb. Fa
Sel. Gra
See De
Relocat
Fire H
& Exte
+60 Line (B
Inst 15" C.M.
Dr. Ex
Inst.
(Cono
futur
Dr. Ex
Exist.
MADISON
+40
Dr. Exc. 11 C.Y.
Max. High Water Exist. Controls
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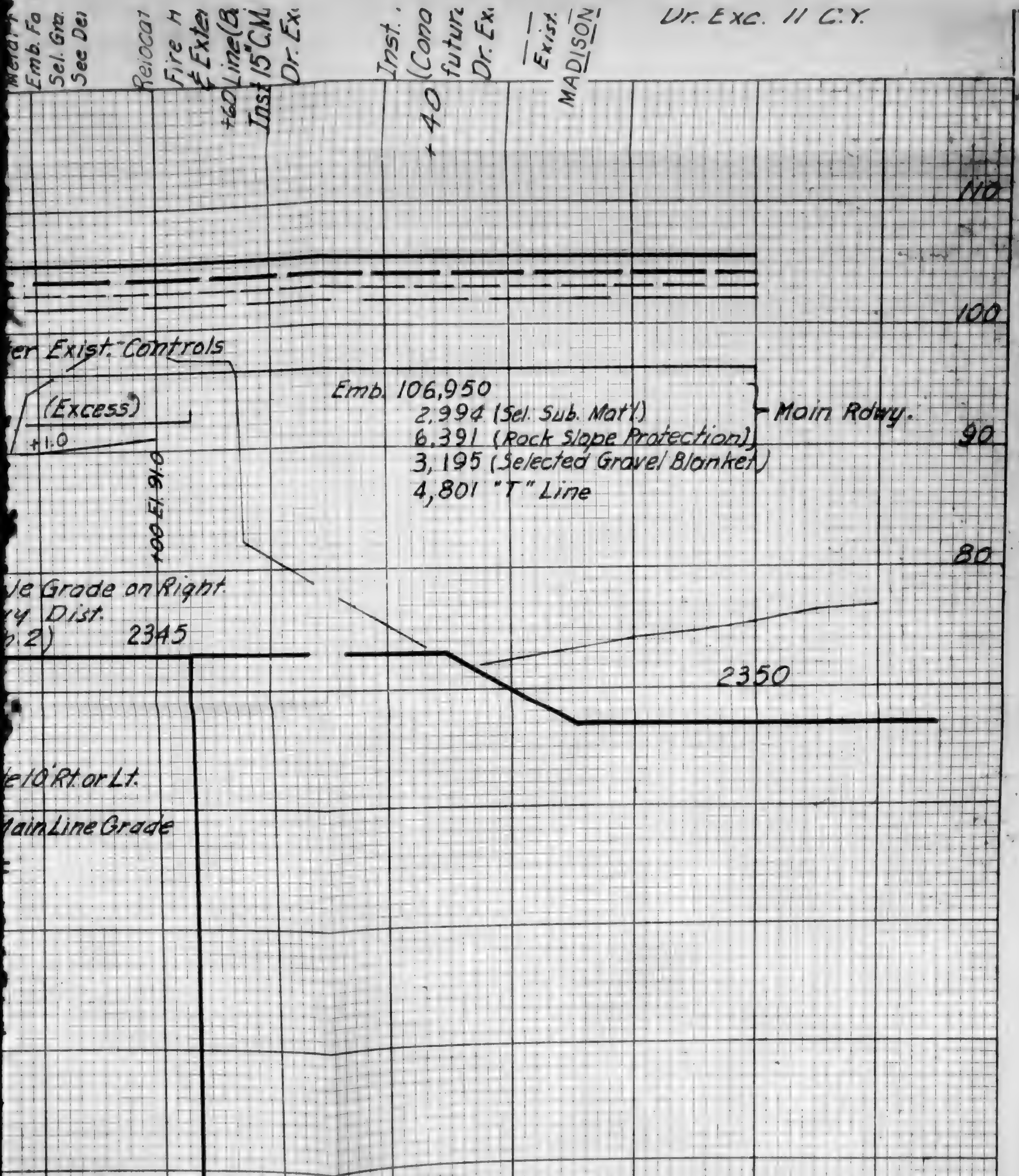
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RECEIVED
AUG 8 - 1963

FOR FILING

6180 City Engineer

July 25, 1963

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

U.S. Army Engineer District, Portland
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Attention Mr. B.E. Wilcox, Chief, Engineering Division

Gentlemen:

Dalles City is planning to construct a 36" storm drain in Madison Street from Fourth Street northerly through the levee. The outfall will be in the vicinity of the 60" drain through the Oregon State Highway Department The Dalles By Pass Section. We have permission from Highway Officials to terminate our storm drain so that the water will flow to and through their By Pass drain.

May we have permission to construct the drain through the levee? Now that the By Pass is constructed, will any special construction methods be required? Please advise.

Enclosed is a drawing showing the proposed location of the drain. Please note that the grade behind the levee is approximately level at that location. Our plans tentatively call for using 36" concrete tongue and groove pipe. The outfall elevation will be approximately at 90 feet

Thank you.

Very truly yours,

Vernon B. Tenneson,
City Engineer

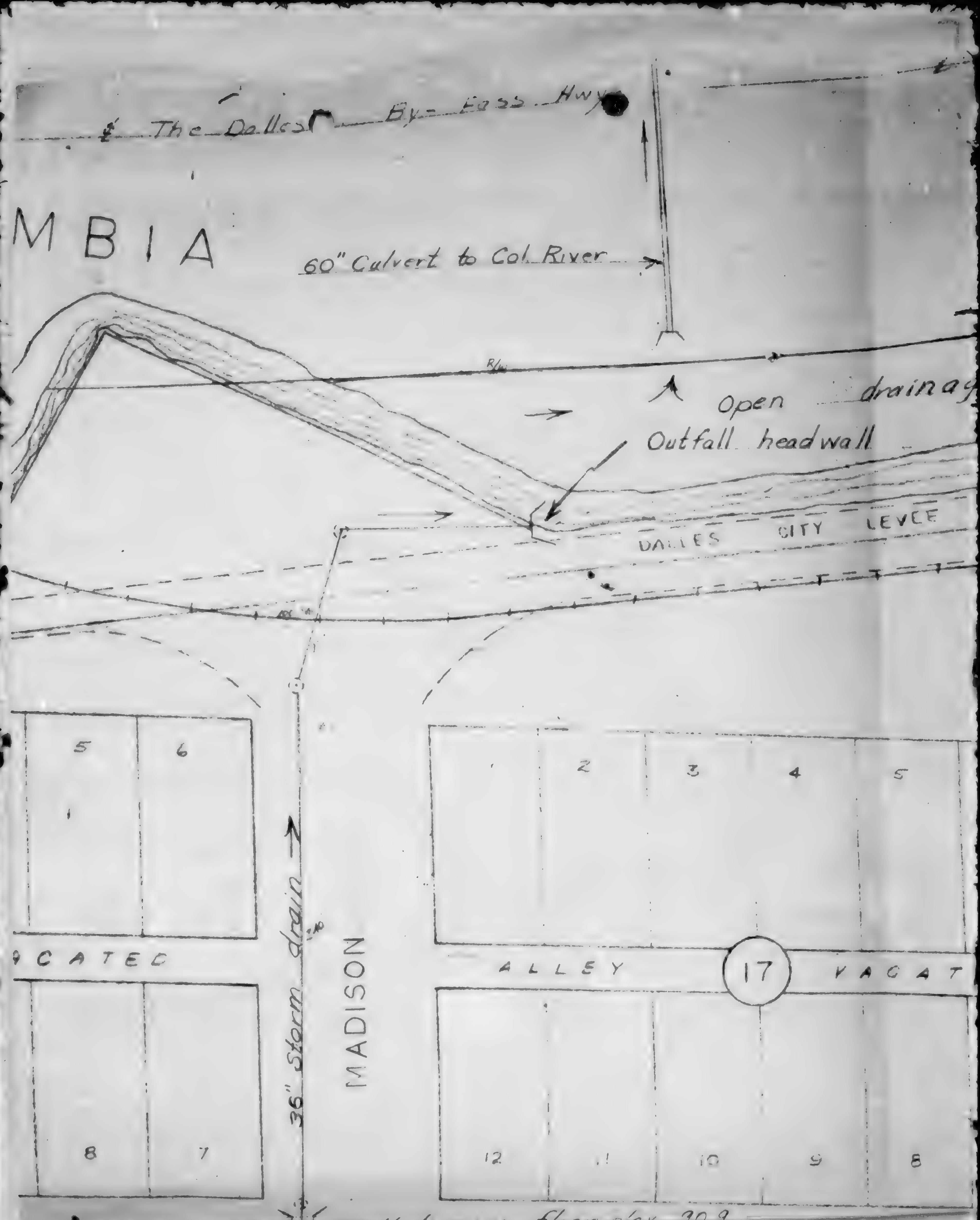
VBT:mls

Enclosure

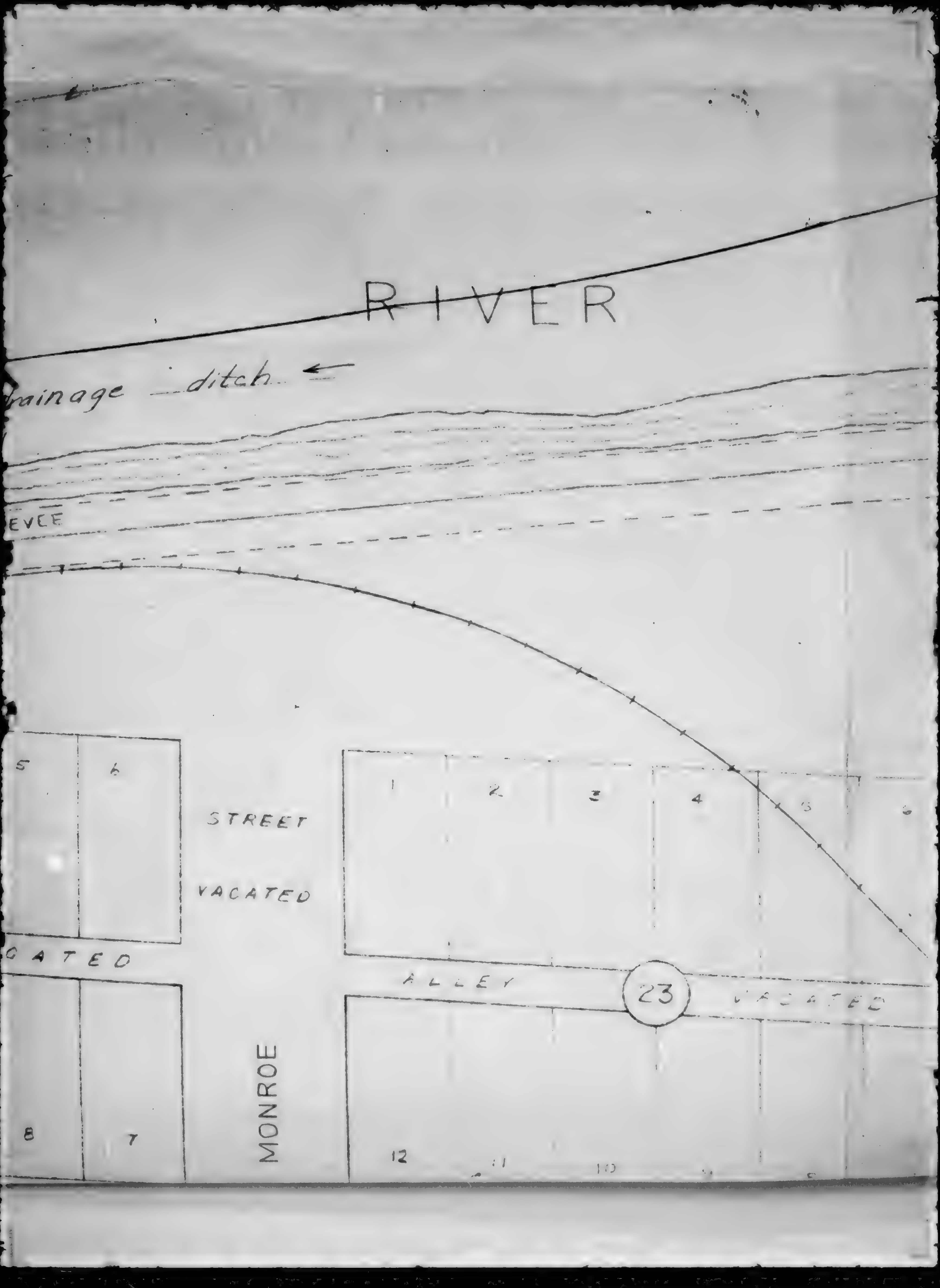
NOTED
LLOYD P. SHAW

RECEIVED
AUG 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG - 1 196
OREGON
STATE HIGHWAY COMMISSION



℄ The Dalles By-Pass Hwy
MBIA
60" Culvert to Col. River
R/W
Open drainag
Outfall headwall
DALLES CITY LEVEE
5
6
1
ACATED
8
7
36" Storm drain
MADISON
1
2
3
4
5
ALLEY
17
VACAT
12
11
10
9
8
Underpass floor elev. 30.9


RIVER
rainage ditch
EVEE
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STREET
VACATED
CATED
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ALLEY
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VACATED
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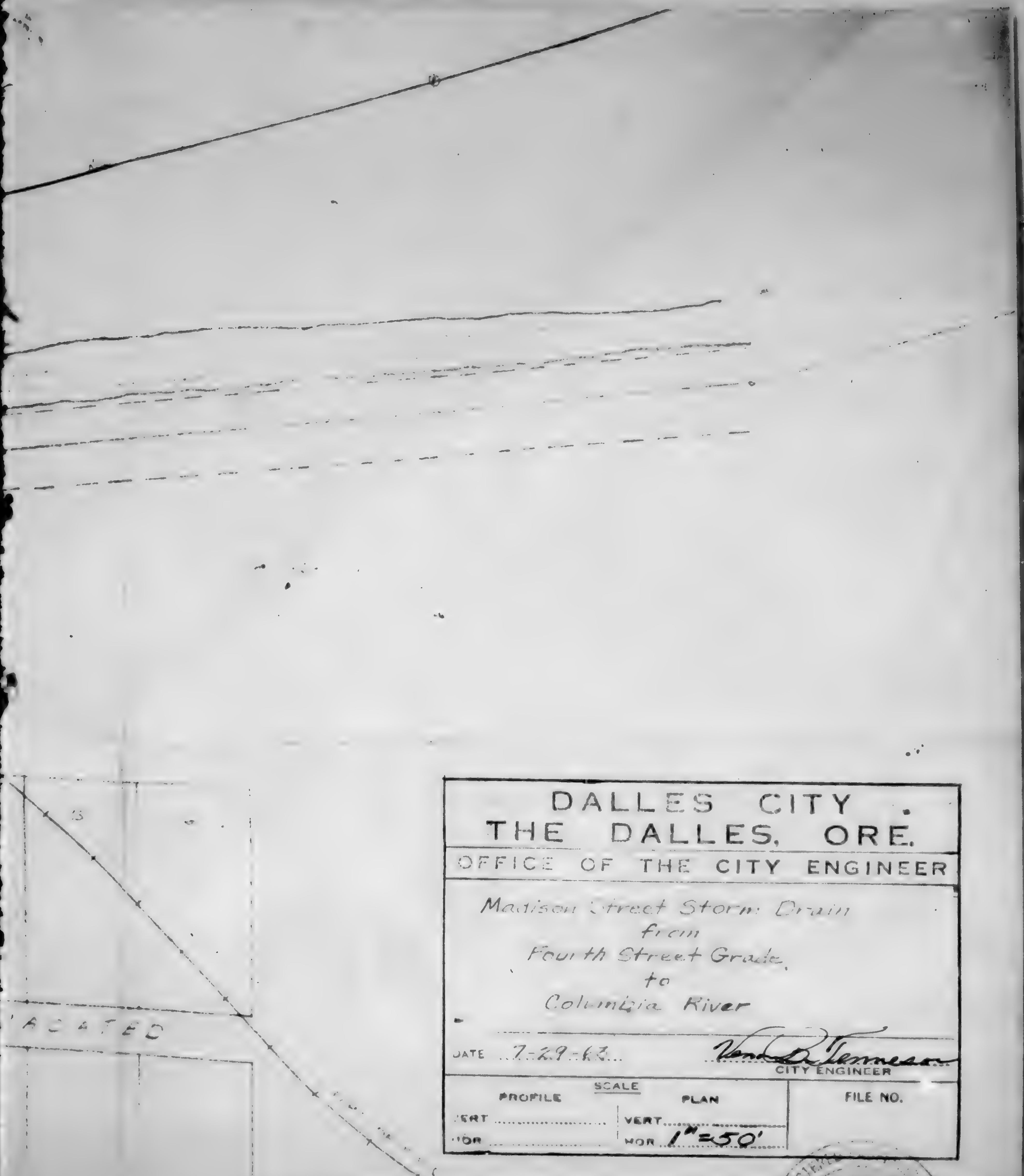


DALLES CITY
THE DALLES, ORE.
OFFICE OF THE CITY ENGINEER

Madison Street Storm Drain
from
Fourth Street Grade
to
Columbia River

DATE 7-29-63

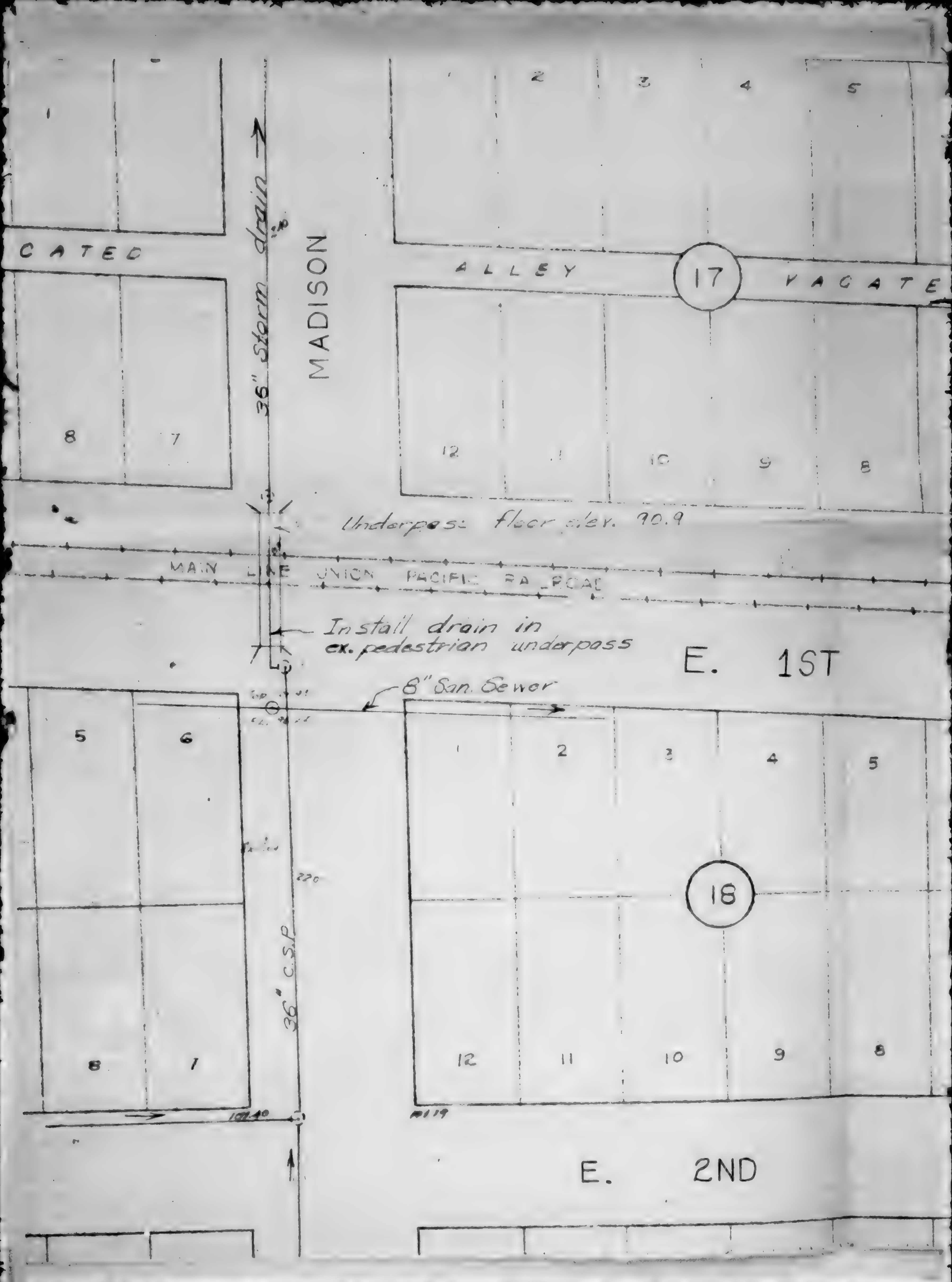
Vern R. Tenneson
CITY ENGINEER

SCALE

PROFILE	PLAN	FILE NO.
VERT	VERT	
HOR	HOR 1"=50'	

2811

Vern R. Tenneson

1
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3
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ALLEY
17
VACATE
36" Storm drain
MADISON
8
7
12
10
9
8
Underpass floor elev. 90.9
MAIN LINE UNION PACIFIC RAILROAD
Install drain in
ex. pedestrian underpass
E. 1ST
8" San. Sewer
5
6
1
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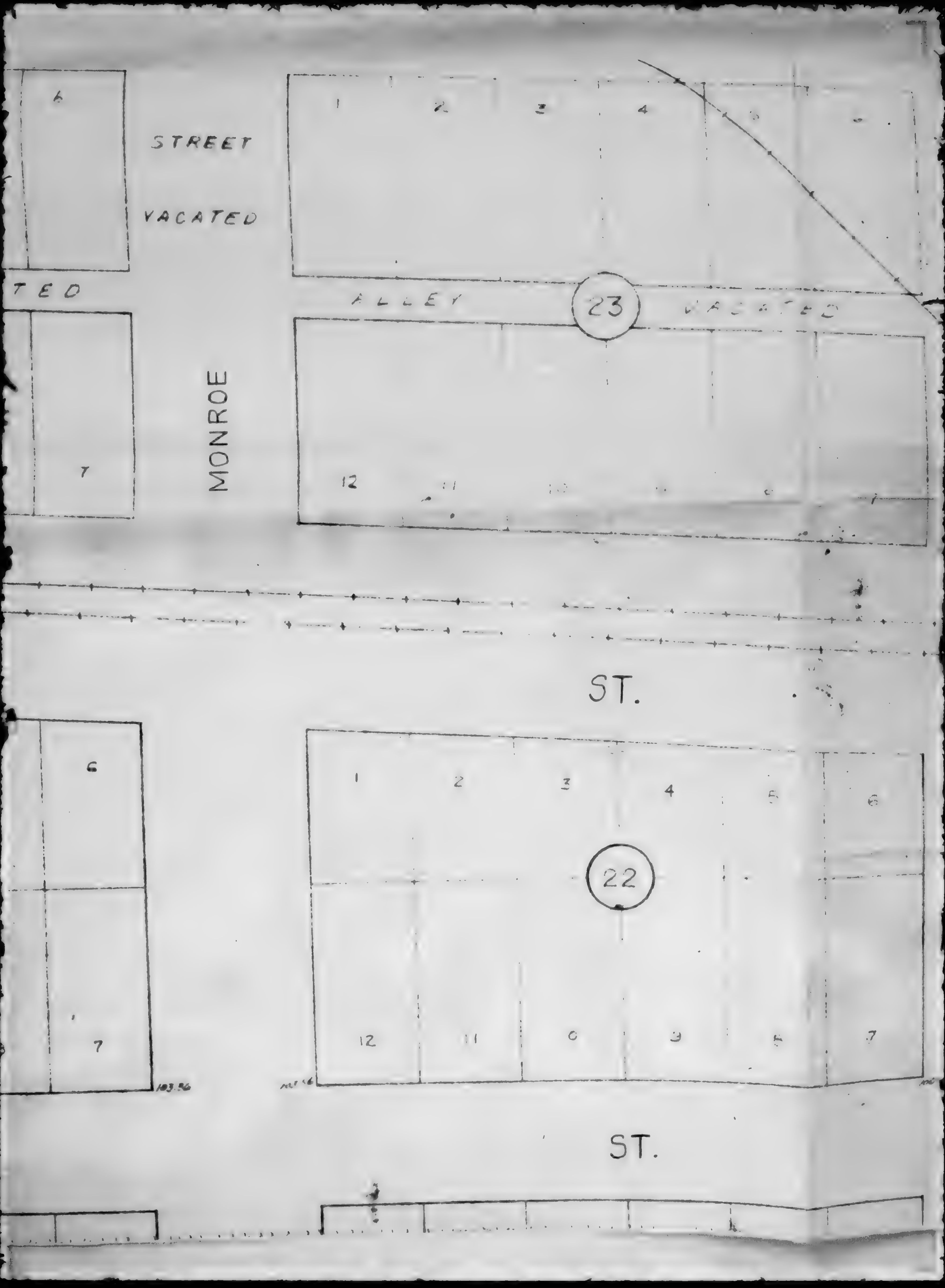
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DALLES CITY .
THE DALLES, ORE.
OFFICE OF THE CITY ENGINEER

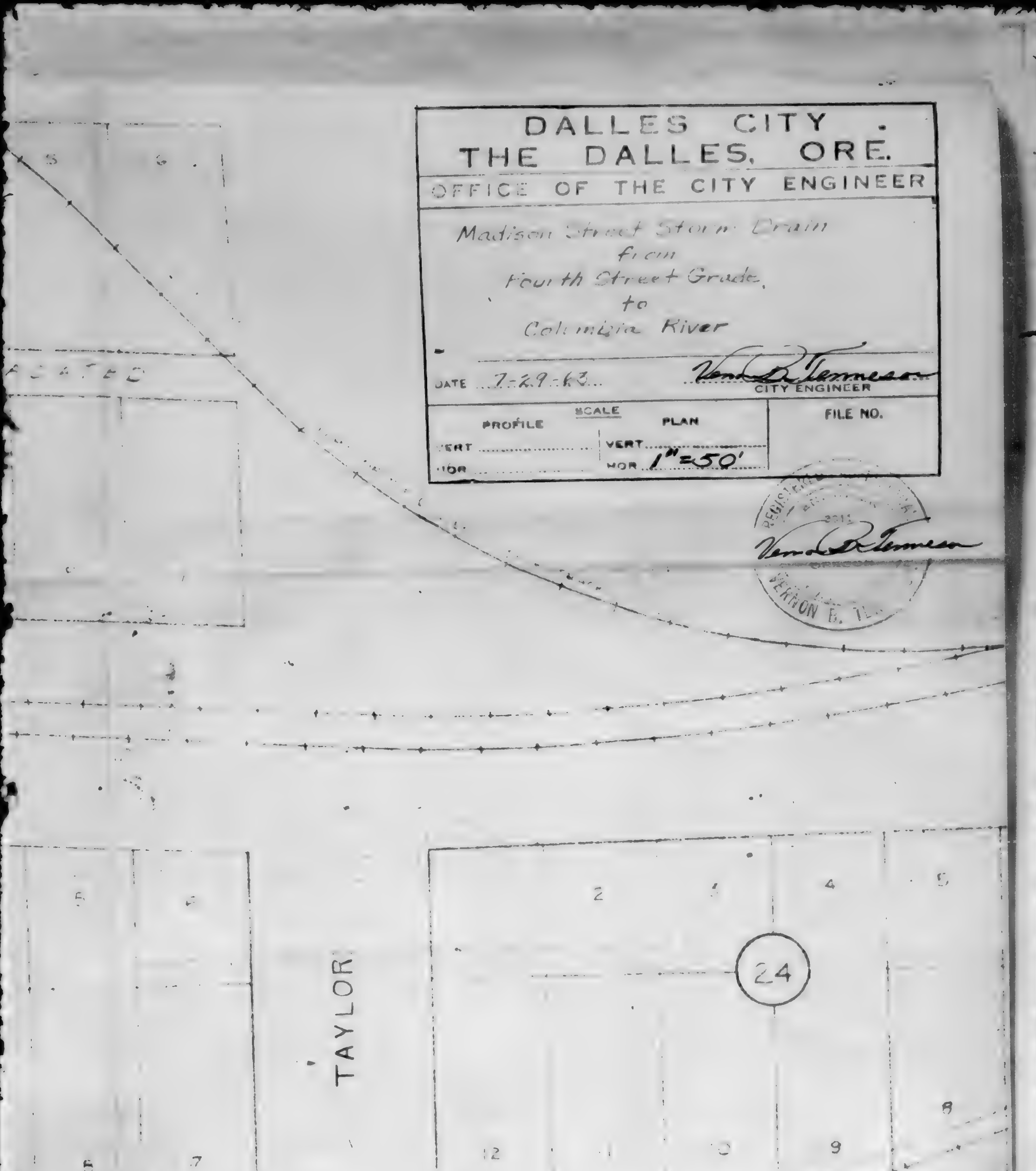
Madison Street Storm Drain
from
Fourth Street Grade
to
Columbia River

DATE 7-29-63 Vernon B. Tenneson
CITY ENGINEER

SCALE
PROFILE VERT HOR
PLAN VERT HOR 1"=50'
FILE NO.

VERNON B. TE

Vernon B. Tenneson



RECEIVED
JUL 26 1963

FOR FILING

6180

July 26, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 11-supplemental covering the installation of an 8" water main for the Port of The Dalles on The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180 in connection with Federal-Aid Project No. I-80N-3(27)81.

The original order No. 11 was approved by the BPR June 28, 1963. Due to unstable ground conditions it was impossible to install the pipe as planned. Copies of our Division Engineer's letter in explanation of the cause of overrun are attached.

This supplement has been verbally recommended for approval by the BPR Area Engineer. Your approval as a part of the original order is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

PORT OF THE DALLES

THE DALLES, OREGON

"An Inland Seaport Serving an Empire"

COMMISSIONERS

PAUL R. VOGT, PRESIDENT
DAVID H. LARSEN, VICE-PRESIDENT
WILBUR F. KELLY, SECRETARY
PAUL D. KORTGE, TREASURER
HENRY J. MAIER

MANAGER

DOLPH D. KIMSEY

July 24, 1963

Oregon State Highway Commission
Salem 10, Oregon

Attention: Mr. Floyd Query, Secretary

Gentlemen:

Re: Ferry Slip Launching Ramp
Small Boat Basin, The Dalles

The Port of The Dalles Commission has recently received a number of complaints from small-boat owners using the launching ramp as provided by the ferry slip at the relocated small boat basin.

This ferry slip at the eastern end of the new basin breakwater, which is the only available launching ramp adjacent to the basin facilities, is highly vulnerable to high-velocity discharge and wave action from The Dalles Dam Stilling Basin, especially during spring freshets. This, in conjunction with strong westerly winds which prevail a large share of the time, makes it extremely difficult and hazardous to launch small craft or take them from the river during these periods.

The presence of large rock at the foot of the ramp has been reported and damage has resulted to both boats and trailers from this hazard.

These conditions are being called to your attention in the belief that these complaints are justified and that something could be done to remedy this situation that can well endanger the lives and property of the boating public.

We would appreciate hearing from you on this subject at an early date.

Very truly yours

PORT OF THE DALLES

Dolph D. Kimsey
Manager

DDK:H

RECEIVED
JUL 26 196
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 26 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 23, 1963

Viking Automatic Sprinkler Co.
3245 N. W. Front Avenue
Portland, Oregon 97210

Re: Sprinkling System
Port of The Dalles Access Bridge
The Dalles Section
Columbia River Highway
Project No. I-80N-3(27)81

ATTN: Mr. J. R. Eikenberry

Gentlemen:

This is to confirm our discussion of July 19, 1963 in which we reviewed your plans and specifications for the above-captioned sprinkling system.

In our letter of June 20, 1963, the completion date of your work was extended to July 19, 1963. You presented us with your plans and specifications on that date and have essentially complied with our request. However, we asked for several minor revisions in the plans and specifications, and you needed clarification of several details before completing your work. It is recognized that the completion date must be extended to allow you to make these revisions and complete your work. Therefore, we are extending your date of completion of July 26, 1963.

In your letter of July 3, 1963, you requested that the cut-off point for the existing bridge be moved to the position of the fire wall at the northerly end of the bridge. We have investigated this and agree that it would be the most practical point to sever the existing structure. However, this will lead to so many other complications (change in the right of way line on property which is in condemnation and a revision in the contractor's price to remove the trestle) that it has been decided to proceed with the work as shown on the plans. This cut-off point detail is shown on Sheet 2-D of our construction plans for this project.

You also asked about the trenching and backfilling requirements in the section of pipe shown on our Drawing No. B-25 between Points A and B. You are not required to include anything in your specifications for this work.

The preliminary plans submitted with Mr. Williams' letter of July 12, 1963, have been given to the Bridge Division for preparation of the design of the boxing which must be added to the structure to enclose the various pipes as they are enclosed on the existing bridge.

Very truly yours,

F. D. Morgan
Construction Engineer

by

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:db

cc: A. W. Parsons
L. P. Shaw ✓
L. H. Young
C. H. Maison
Ivan Merchant
D. S. Berger
Dean Swift
Vernon Shull
N. D. Krehbiel

UTED
LLOYD P. SHAW

RECEIVED
JUL 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 2 4 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

July 22, 1963

T. Dec, Assistant Division Engineer
Salem, Oregon

08-35.8-DA

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway

The proposed line and grade change (FR-3 line) mentioned in Mr. Putnam's letter dated July 18, 1963 is approved.

RECEIVED
JUL 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
cc Young
7-24-63

NOTED
LLOYD P. SHAW

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

JULY 19, 1963

File Ref. D 315 - 2 - 93

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. R. L. Porter,
Deputy State Highway Engineer

Dear Sir:

We refer to your letter of November 9, 1962 transmitting agreement dated November 1, 1962 executed by the State Highway Commission, between the State of Oregon and our Companies, to cover The Dalles Bypass Section of the Columbia River Highway in Wasco County.

Herewith returned is the State's counterpart of fully-executed agreement.

In accordance with past practice, we are mailing under separate cover, 10 additional copies of Exhibit "B" and a reproducible transparency of Exhibit "A", which accompany the agreement. It is requested that the State make such prints as needed from this transparency, for its use and records.

Your attention is directed to the addition of the words "33, Township 2 North, Range 13 East of the Willamette Meridian" at the end of the last paragraph on page 6 of Exhibit "B" to the agreement. These words were inadvertently omitted in preparing this exhibit, and it has been corrected accordingly.

Will you kindly advise if the State will now forward to this office, consideration in the amount of $85,000

NOTED
R. L. PORTER

as covered in PART III, Section 1(f) of the agreement, or if the State would prefer to submit a voucher for this amount upon delivery of deed as required by this agreement.

Yours very truly,

G. H. Baker

enc.

cc: Mr. T. W. Litchfield,
Utilities Liaison Engineer
Oregon State Highway Department
Salem 10, Oregon

R[illegible]D
JUL 2[illegible] 1963
STATE [illegible]

RECEIVED
JUL 24 1963
OREGON
STATE HIGHWAY COMMISSION

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JUL 1 1 1963
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6166

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1963

To: MEMO TO THE FILE

SUBJECT: Discussion of Property Matters with City Manager C. Dean Smith, The Dalles

Some indication that the City Manager of The Dalles felt that further consideration should be given to property matters pertaining to Bargeway Road reached Mr. Porter the last week in June. Mr. Porter directed that City Manager C. Dean Smith, be contacted and, if a reasonable compromise of the settlement for taking of right of way from the City for Bargeway Road was offered, it be accepted.

John Graham and Lloyd Shaw went over the project in The Dalles with Vernon Shull, Resident Engineer, late Monday morning, July 1, 1963, and in greater detail early that afternoon. At 3:00 p. m. they met with Mr. Smith at City Hall.

Mr. Smith's opening remark was, "Who wants to lead off with this discussion?" Shaw stated the State people understood that the City wished to propose some plan of settlement other than that which was in effect. Mr. Smith stated this was not the case; that the City had only wanted to know what the State proposed to do. He went on to say that the City realized the State would have its way since it had forced its way onto the City without regard to the City's wishes.

Shaw replied to Mr. Smith's remarks to the effect that no strong-arm methods were considered nor did the State feel that such tactics had been used, but we did feel the City had been something less than cooperative in many matters leading up to the present status of right-of-way acquisition and hoped that on the small matters left for consideration, a better relationship would exist.

Discussion of Bargeway Road and the City- and State-held properties at the old maintenance site went on for in excess of two hours. Boiled down to its simplest terms, the meeting brought forth the following:

1. Smith wants to get rid of the requirement to maintain Bargeway Road after it has been constructed by the State. The only conditions under which he would favor accepting maintenance would be if it were constructed to City standards as to width and with asphaltic concrete surface on State-purchased right of way, or possibly, with a transfer to the City of the old State maintenance site as an exchange for the City-owned area required for Bargeway Road right of way. In which case, the City would agree to the maintenance of Bargeway Road if constructed as an O-11 oiled surface. These ideas were rejected by Shaw.

2. Shaw asked if the present limited access, which was provided for the old City shops tract, was to be released as unlimited usage (thereby increasing the City property resale value), would the City consider withdrawing any charge for Bargeway Road right of way through its tract. Smith replied that the City had some hold over the owner of a small tract adjacent to the easement given the City by the State, and that it could use this now privately held tract to access the old shop area if it were sold.

Smith offered to exchange a quitclaim to a reservation for a roadway across Mid Columbia Terminal property for an unlimited access privilege to the old shop area. Shaw called Walter Wright in regard to the value of this to the State and was informed that since we are to build a roadway as is required in the City's reservation, removing the City's interest would be of no value to us. Smith's offer was rejected.

3. Smith stated we could present any offer we wished to make to the Council that evening at its regular meeting. Shaw declined to do so, since no support of anything of advantage to the State would be forthcoming from Smith.

Shaw, answering a direct question from Smith as to what was the status of the State-City agreement and options on right of way for Bargeway Road, stated that based only on a layman's opinion of legal matters involved, we had committed the State to payment of $3500 for combined freeway and Bargeway Road rights of way, and the City was committed to the maintenance of Bargeway Road. Further, that this arrangement was an error on our part, resulting from hurried changes in plans which were made at the City's request and which involved moving the access to the Port of The Dalles' property from the east end thereof to the west end; and that it is our feeling two public agencies should cooperate, at least to the extent of correcting a matter of this sort. Smith indicated the City would be unwilling to accept less than the $3500 set up in the accepted option.

The meeting was completed at 5:15 p. m.

Lloyd P. Shaw
Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc H. S. Cox

RECEIVED
JUL 3 - 1963
FOR FILING

6180

July 3, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 11 covering 8-inch water main on The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180 in connection with Federal-Aid Project No. I-80N-3(27)81.

It is necessary to connect water main from the dike to the existing water main between the highway fill and port structure. This main was originally indicated as owned by the City, but it was later discovered that the Port Commission owns the main and they have requested that the work be done.

This work was verbally recommended for approval by the BPR Area Engineer June 28, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb
Enc.

The Hub of the Pacific Northwest

OFFICE OF: THE CITY MANAGER CITY HALL THE DALLES, OREGON

July 3, 1963

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

This letter is written to direct your attention to an apparent trespass by your department on Dalles City property at station 2300.

On September 11, 1962 city officials signed and returned, to your agent Mr. H. G. Brainard, an option for 1.75 acres at a purchase price of $3,500. This option expired six months later and the Highway Department has taken no proper steps to acquire the property. The State Highway Department, through the contractor, has now proceeded to occupy this property.

Our city officials have indicated they will be willing to transfer this property to the State Highway Department at the previously agreed price. Certainly something should be done to establish the States right in the taking of our property.

Baxter

Very truly yours,

C. Dean Smith

C. Dean Smith
City Manager

CDS/nj
cc/ Vernon Shull
Resident Engineer
State Highway Department
The Dalles, Oregon

NOTED
LLOYD P. SHAW

RECEIVED
JUL 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL - 5 '63
OREGON
STATE HIGHWAY COMMISSION

I-[illegible]-3(27) The Dalles Sec., Columbia 1962
31 River Hwy. (Grad. & Struc.)
[illegible] Folder # 3

FORM E-123X 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

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JUL 1 - 1963
FOR FILING

I-80N-3(27)-1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 20, 1963

Viking Automatic Sprinkler Company
3245 N. W. Front Avenue
Portland 10, Oregon

ATTENTION: Mr. J. R. Eikenberry

Re: Port of The Dalles Access Bridge
(Sprinkler System)
The Dalles section
Columbia River Highway - Wasco County
Project No. I-80N-3(27)81

Gentlemen:

This is to advise you that your proposal for the preparation of plans, specifications and estimate for the above-captioned sprinkling system as stated in your letter dated May 29, 1963, has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work immediately.

In our letter of April 17, 1963, it was stated that your work had to be completed by July 1, 1963. It has now been determined that this date may be extended to July 19, 1963.

You will be paid the sum of $965.00 upon the receipt of the plans, specifications and estimate and your statement. Please send all correspondence regarding this matter, including your statement, to the writer at the above address.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

cc: A. W. Parsons
L. P. Shaw
L. H. Young
C. H. Maison
I. D. Merchant
D. S. Berger
Dean Swift
Vernon Shull

RECEIVED
JUN 26 1963

FOR FILING

ADDRESS REPLY TO:
COMMANDER
13TH COAST GUARD DISTRICT
618 SECOND AVENUE
SEATTLE 4, WASH.

#6180

UNITED STATES COAST GUARD

REFERRED TO
Lindas
[illegible] STATE HIGHWAY ENGINEER

dl
A17
20 June 1963

State of Oregon
State Highway Department
Salem 10, Oregon

ATTENTION: Mr. Forrest Cooper, State Highway Engineer

Dear Sir:

As requested by a copy of my letter to you of 14 June 1963, the Commandant has authorized the testimony of Commander William G. Blandford and Lieutenant Seymour Alexander in the condemnation proceedings at The Dalles, Oregon.

The details of their appearances may be arranged directly with Commander Blandford.

Porter

Very truly yours,

R. E. MORELL
Captain, U. S. Coast Guard
Commander, 13th Coast Guard District
Acting

Copy to:
COTP, Portland

RECEIVED
JUN 2 [illegible]
OREGON
STATE HIGHWAY COMMISSION

Original to Lindas
6-26-63

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JUL 2 - 1963

FOR FILING

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6180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
June 17, 1963

SUBJECT: File No. 34760-City of The Dalles
The Dalles-By Pass Section
Columbia River Highway
Wasco County

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

OFFICE

I have discussed with Title Attorney James Kuhn the matter of the Bargeway Road extension at The Dalles. Mr. Lindas is out of the office on business until the first week in July and is not available for consultation on the matter. Mr. Kuhn is quite familiar with the problem and has been working on it at the request of Mr. Lindas.

The property adjacent to the subject file to the east was previously owned by Mid-Columbia Terminal, and this particular file was encumbered by a reservation in favor of the City of The Dalles for an extension of Bargeway Road.

Mr. Lindas and Mr. Kuhn were of the opinion that since Bargeway Road now exists on the City of The Dalles property, and a reservation for its extension was made on the necessary property to the east, there is at least an implied intent for its existence on the City of The Dalles property.

The construction of this roadway is now a part of our construction plan and we, therefore, are constructing for the City, at no cost to them, a roadway which they intended at sometime to construct. For this reason, Mr. Lindas felt that we should not pay the City of The Dalles $3500 for the area to be occupied by Bargeway Road. He felt that we should purchase only the 0.39 acre needed for the freeway. This area has been appraised at $760.

If it is possible, I would prefer to wait until Mr. Lindas returns before settling the matter.

L. I. Lindas
Chief Counsel

By D H Moehring

D. H. Moehring
Assistant Right of Way Engineer

DHM:jjm
cc L. I. Lindas

LLOYD P. SHAW

RECEIVED
JUN 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

See attachment.

Take on Dalles Trip

[illegible]

City of The Dalles
[illegible], City Manager
City Hall
The Dalles, Oregon

File No. [illegible]
The Dalles-[illegible] Section
Columbia River Highway

Gentlemen:

This is to advise that the State of Oregon, by and through its State Highway Commission, has accepted the option dated September 11, [illegible], covering property described as lying in the [illegible] of Section 33, Township 2 North, Range 13 East, W. M., Wasco County, Oregon.

To convey the property in question to the State, we have prepared and enclose [illegible] sale deed form in duplicate, which should be signed before a notary public by the Mayor and Clerk. Also enclosed in duplicate is a resolution form authorizing the conveyance of the property. When returning the deed, will you please send to us an executed copy of that resolution. The duplicate copies may be retained by the City for its records.

Also enclosed is a quitclaim deed form which should be signed before a notary public by the proper officers of [illegible] Navigation Company, in order to release its [illegible] interest in the subject property.

In order to explain why certain terms mentioned in the option have not been carried forth to the deed, we are enclosing our memorandum re special clauses in conveyances.

When all required documents have been received and acknowledged, this claim will be placed in line for payment. If the title policy shows the property to be free and clear of encumbrances, payment can be made within approximately four weeks thereafter.

Very truly yours,

[illegible]
Chief Counsel

By

[illegible]
Right of Way Office Manager

[illegible]
encls. [illegible] encl.
[illegible]

cc: [illegible]
[illegible] Option

RECEIVED
JUN 1 8 1963

FOR FILING

I-WN-3[illegible]

180

UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER
13TH COAST GUARD DISTRICT
618 SECOND AVENUE
SEATTLE 4, WASH.

.dl
A17
14 June 1963

State of Oregon
State Highway Department
Salem 10, Oregon

REFERRED TO
Lindas
BY DEPUTY STATE HIGHWAY ENGINEER

Attn: Mr. Forrest Cooper, State
Highway Engineer

Dear Sir:

Your letter of June 10, 1963, apprises this office of the pending condemnation proceedings against the Port of The Dalles, Oregon, and the interest of the U. S. Bureau of Public Roads therein. You have requested that this command cooperate by making available certain Coast Guard personnel as witnesses in these proceedings.

I have reviewed the details of your request and, by copy hereof to the Commandant, am forwarding your request for the appearance of Commander Blandford and Lieutenant Alexander as witnesses at the trial. It is understood that their testimony will relate to the condition of the dock and facilities for designation for the purpose of handling dangerous cargo as prescribed in 33 CFR § 126.15.

Porter

I do not believe it to be appropriate to assign a civil engineer to such a survey party. Even if the Captain of the Port, Portland, requested this technical assistance for his own purposes, I would be reluctant to permit our engineer to testify as to his opinions on the structural stability and usefulness of the dock. These are matters not within the scope of the Coast Guard's function and regulations. I am sure that your own experts would be better qualified to provide such testimony.

The cooperation of your office in the past has been appreciated and we will be happy to assist you in this

Copy to
Cooper
Original to Lindas
6-18-63
ms

case in any way consistent with our statutory responsibilities. You will be promptly advised of the Commandant's decision in this matter.

Very truly yours,

R. E. MORELL
Captain, U. S. Coast Guard
Commander, 13th Coast Guard District
Acting

Copy to:
COMDT (CL)

RECEIVED
JUN 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 17 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 11 1963
FOR FILING
I PIN-[illegible]
6/[illegible]

June 10, 1963

Rear Admiral P. V. Colmar, Commander
13th Coast Guard District
618 Second Avenue
Seattle, Washington

Dear Commander Colmar:

It has become necessary for this Department to institute condemnation proceedings against the Port of The Dalles, Oregon, in connection with acquiring right of way for the relocation of the interstate freeway through the City of The Dalles, more specifically designated as U. S. Highway 30, or 80 North. The difference in the opinion of the appraisals for the Port of The Dalles and the appraisals for the U. S. Bureau of Public Roads and the Oregon State Highway Department, on the other hand, is so far apart that there is no possibility of being able to negotiate a purchase of the right of way. This case will come to trial before the Circuit Court of Oregon for Wasco County some time in the future, but as yet is not on the calendar for the court so we have no indication how soon this may be.

The U. S. Bureau of Public Roads is, in fact, the principal interested party in this condemnation proceeding since they are to pick up 92 percent of the tab. Since an arm of the Federal Government is interested in this matter, our Mr. Towle contacted your Lt. Comm. Neal Williams, Legal Officer for the 13th District, U. S. Coast Guard, a couple of weeks ago and made tentative arrangements to discuss this matter with the officers of the Coast Guard who are more particularly concerned in the Portland area, namely: Capt. Emery Joyce, Marine Investigating Officer; Comm. Blanford, Captain of the Port of Portland at Swan Island; and Lt. Seymour Alexander, Executive Officer for the Office of the Captain of the Port.

To be more specific, the appraisal of the Port of The Dalles, which was made for them by an expert appraiser out of Seattle, indicates the value of the property which the Highway Department is seeking to acquire, and the damages to the remainder of the Port facilities in the neighborhood of $480,000, whereas the appraisals of the Bureau of Public Roads and the Oregon State Highway Department are approximately $40,000. Among other things, the Port Commission at The Dalles lays great store by the value of its present dock at The Dalles and the severence of that dock from the mainland by virtue of the construction of the freeway between the dock and the downtown area. This Department is not without evidence which can and will be presented in court at time of trial to show that the dock has not for many years been serving the purpose for which it was in fact originally constructed, nor is it in a state of repair capable of being utilized for that purpose, and its severence from the elevators which will be immediately across the freeway from the dock is cared for by virtue of the fact that the Bureau has now indicated its willingness to have an overhead connection constructed between the dock and the grain elevators.

We have requested Comm. Blanford to make an inspection of the dock and other facilities at The Dalles to see whether they comply with Title 33, Part 126 of the Code of Federal Regulations. This, of course, will only result in the fact that they will or will not have what the Coast Guard terms "designated water front facilities" and it will not necessarily reflect the condition, stability or usefulness of the existing dock and other facilities. In conference with the Captain of the Port, your officers suggested the possibility of our requesting that a civil structural engineer from the District Office at Seattle be assigned to accompany Lt. Alexander, who we understand will be placed in charge of the survey party on the trip to The Dalles, in order that your structural engineer may be able to express his opinion as to the structural stability and usefulness of the present Port of The Dalles dock. At time of trial our Department will want to have in its possession, though our attorneys advise me that they will probably not attempt to introduce it into evidence, a copy of the report of Comm. Blanford and the structural engineer at the 13th District Office at Seattle, concerning the condition of the facility of The Dalles. We will wish to have made available to us the services of Comm. Blanford and Lt. Alexander, as well as the structural engineer who may be assigned from your Seattle District Office, as witnesses during the trial of this case.

We will appreciate it if you will do what you can to make the services of these men available to us at the time of trial, as well as to facilitate the survey and inspection which we are requesting at The Dalles.

Very truly yours,

FORREST COOPER
State Highway Engineer

FC:FIT:jm
cc: L. I. Lindas
Lt. Comm. Neal Williams
Lt. Comm. Blanford
Frank I. Towle

RECEIVED
JUN 19 1963
FORM E-123X 90M 3-63
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

1-80N-3(27)81

✓/ID

June 6, 1963

City of The Dalles
City Hall
The Dalles, Oregon

ATTENTION: Mr. C. Dean Smith

Re: Relocate Private Water Line
City of The Dalles
The Dalles Section
Columbia River Highway - Wasco County
Project No. I-80N-3(27)81
Contract No. 6180

Gentlemen:

Your estimate and sketch map for the adjustment of your private water line near Station 2287 on this project have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of April 4, 1963.

Reimbursement for work performed subsequent to April 4, 1963, will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PRP:bjh

cc: L. P. Shaw
A. W. Parsons
L. H. Young
C. H. Maison
Dean Swift
Vernon Shull
F. W. Sugnet

RECEIVED
JUN [illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

June 5, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-80N-3(27)81
The Dalles Section
Port of The Dalles Sprinkler System
Right-of-Way Adjustment

Preparation of Plans, Specifications and Estimate for the sum of $965.00 by the Viking Automatic Sprinkler Company for the above captioned portion of the right-of-way clearance phase is approved as requested by Mr. Litchfield's May 31, 1963 letter.

Under the provisions of subparagraphs 5a of PPM's 20-11.1 and 21-12, if the construction is to be done by some method other than by contract based on competitive bidding, you should furnish supporting data so that an affirmative finding in the public interest may be made.

LLOYD F. SHAW

RECEIVED
JUN [illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Litchfield
cc Young
6-6-63

FORM CD-121 (9-22-59)
(PRES. BY A.O. 200-10)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: June 4, 1963

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

REFERRED TO
Morgan
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway

Reference is made to your letter dated April 19, 1963 concerning an embankment slip on subject project which neither the contractor nor the State anticipated.

We concur in your recommendation that the contractor be paid for the material actually placed because the typical section shown on the plans could not be constructed on the foundation conditions unexpectedly encountered, under water, in the Columbia River.

CONSTRUCTION DIVISION
RECEIVED
JUN 7 1963
NOTED-☐ CE ☐ [illegible] ☐ CCE

[illegible]
LLOYD P. SHAW

RECEIVED
[illegible]

RECEIVED
JUN 10 1963
FOR FILING

FORM E-123X 50M 3-53

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 4, 1963

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas
Portland 12, Oregon

Attention: Mr. V. H. Dunkin

RE: Telephone Line Adjustment
The Dalles Section
Columbia River Highway
Wasco County
Project No. I-80N-3(27)81
Contract No. 6180
Your File No. R.O. 44916

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of December 3, 1962.

Reimbursement for work performed subsequent to December 3, 1962 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc Lloyd Shaw
A. W. Parsons
L. H. Young
C. H. Maison
Dean Swift
Vernon Shull
F. W. Sagnet

RECEIVED
JUN 26 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

June 4, 1963

By:

08-35.0

A. W. Parsons, Division Engineer
Salem, Oregon

G. R. Brooks
District Engineer

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway
City of The Dalles Water Line Adjustment

Our memorandum of January 9, 1963, authorized you to proceed with the subject utility adjustment. Mr. Litchfield's May 24, 1963 letter advised that a 1¼ inch galvanized water line was discovered during adjustment operations and submitted an estimate and sketch for the water line to be relocated.

We hereby approve, effective April 4, 1963 in accordance with our discussion of that date, including the relocation of the water line in the work to be performed by contract and authorized in our January 9, 1963 memorandum.

RECEIVED
JUN 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Morgan
6 5 63

RECEIVED
JUN 6 1963

FOR FILING

611

477 Cottage St. N.E.
Salem, Oregon

June 4, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway

Reference is made to your letter dated April 19, 1963 concerning an embankment slip on subject project which neither the contractor nor the State anticipated.

We concur in your recommendation that the contractor be paid for the material actually placed because the typical section shown on the plans could not be constructed on the foundation conditions unexpectedly encountered, under water, in the Columbia River.

[illegible]

RECEIVED
JUN 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
6-7-63

RECEIVED
JUN 9 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 31, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Sprinkling System
Port of The Dalles Access Bridge
The Dalles Section
Columbia River Highway
Wasco County
Project No. I-80N-3(27)81
Contract No. 6180

Dear Sir:

In reference to our letter of April 17, 1963, and your Memorandum dated March 27, 1962, herewith is proposal from Viking Automatic Sprinkler Company for doing the work we requested.

We believe this conforms to the requirements of PPM 40-6 and request your approval.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

FGP:bjh

Attachment

cc: L. P. Shaw ✓
L. H. Young
C. H. Maison
I. D. Merchant (2)

RECEIVED
JUN 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

R M HARRIS, Sec

VIKING AUTOMATIC SPRINKLER COMPANY

FIRE PROTECTION INSTALLATIONS

VANCOUVER B.C. - SEATTLE
SAN FRANCISCO - LOS ANGELES
PHOENIX - SAN DIEGO

J. W. LA[illegible]ON
[illegible]

3245 N.W. FRONT AVENUE PORTLAND 10, OREGON

PHONE CAPITOL 7-1171

CONSTRUCTION DIVISION
RECEIVED
MAY 31 1963
[illegible]

May 29, 1963

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. T. W. Litchfield

Re: Sprinkling System, Port of The Dalles Access Bridge
The Dalles Section, Columbia River Highway,
Wasco County
Project No. 1-80N-3(27)81

Gentlemen:

Pursuant to your letter request of April 17, 1963, for the sum of NINE HUNDRED SIXTY-FIVE DOLLARS ($965.00), we propose the following:

1. Prepare necessary plans showing the relocation of Fire mains and installation of a new complement of automatic sprinklers for the new ramp.
2. This work to be in accordance with the standards of the National Bureau of Fire Underwriters. Plans to bear the stamp of approval of the Oregon Insurance Rating Bureau.
3. Prepare two sets of specifications covering the Fire main and sprinkler work involved for bidding purposes.

In substance, our plan, work and specifications will be limited to items one through six in your letter of April 17, 1963.

We will also furnish our estimate for the work involved.

Respectfully submitted,

VIKING AUTOMATIC SPRINKLER CO.

LLOYD P. SHAW

J. R. Eikenberry

Copies to: L P Shaw
L H Young
C H [illegible]
[illegible] (2)
5-31-63

JRE:r

RECEIVED
JUN 26 1963

FOR FILING

6140

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr. May 29, 1963
Salem, Oregon

By:

A. W. Parsons, Division Engineer T. Dec
08-35.4-0 Salem, Oregon Acting Division Engineer

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway
Pacific Northwest Bell Telephone Company Utility Adjustment

Our memorandum dated December 3, 1962 approved the agreement for the adjustment of the subject utility and authorized work to proceed as of that date. Mr. Young's May 7, 1963 letter transmitted a revised estimate and sketch for a portion of the work included in the original agreement.

The original estimate for the adjustment at Terminal Ave. and the Port Docks (R.O. 44916) was $795.00. The revised estimate is for $1,355.00. The April 26, 1963 letter from the telephone company explained the reason for the increase.

We hereby approve the revised estimate and sketch mentioned above and the agreement approved by our December 3, 1962 memorandum is considered to be revised accordingly. Authorization to proceed with the work as revised is granted as of the date of approval of the agreement, December 3, 1962. The approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

Original to Young
Copy to Morgan
5-31-63 mc

RECEIVED
JUL 1 - 1963
FOR FILING

6180

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

PAVING — REVISED — PAVING — REVISED

Section THE DALLES Highway COLUMBIA RIVER (FA 1) County WASCO Profile

Res. Engr. Approx. Length of Project 5.0 miles. Sta. 2270± to Sta. 2500± Date 5-27-63

Frost Penetration - 16"-18" TYPICAL SECTIONS Traffic Classif. - VERY HEAVY (INTERSTATE)

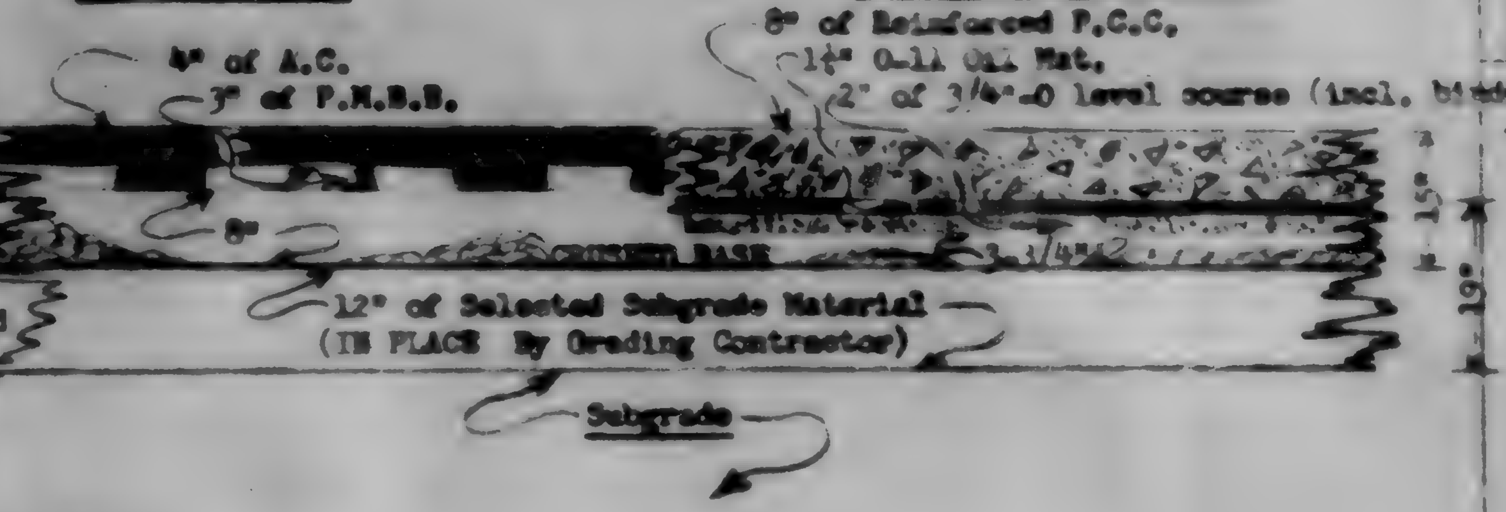
APPROVED - ALTERNATE
(Present Design)
(Last Revision)

STAGE CONSTRUCTION WITH
P.C.C. AS LAST STAGE

Representative Test of S.S.M. (In Place)

19	LL
0	PI
17	% P200
46	% Gravel
9	% Coarse Sand
28	% Fine Sand
13	% Silt
4	% Clay
83	"R" Value (Corrected)

AASHO Classif. - A-1-b (0)



4" of A.C.
3" of P.M.B.B.
8"
8" of Reinforced P.C.C.
1½" 0-11 Oil Mat.
2" of 3/4"-0 level course (incl. binder)
CRUSHED BASE
3/4"-0
12" of Selected Subgrade Material
(IN PLACE By Grading Contractor)
Subgrade
15"
19"

Required Base & Surf. — Designed Base — Wear.
Crushed

Plan Finish Grade

SEE SECTION

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

H.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Engineer

Submitted by

SUPVT. Engineer

Recommended by

PAVEMENT TYPE SELECTION

THE DALLES SECTION
COLUMBIA RIVER HIGHWAY (FA 1)
WASCO COUNTY

Principal Factors Governing Selection

1. Traffic Classification: VERY HEAVY Present ADT 4000 1980 ADT 8800 % Heavy Vehicles 20
(NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration 16"-18" Annual ~~[illegible]~~ PRECIPITATION 16"±

4. Performance of Similar Pavements in Area: Good ______ Fair ______ Poor ______
Remarks: NO P.C.C. IN AREA

5. Cost Comparisons: NOT A FACTOR

Secondary Factors Governing Selection

6 Adjacent Existing Pavements: OIL OR ASPHALTIC CONCRETE

7. Stage Construction: YES, ON P.C.C.

8 Depressed, Surface, or Elevated Design: SURFACE

9. Conservation of Aggregates: NOT A PROBLEM

10. Stimulation of Competition: NOT A FACTOR

11. Construction Consideration: NOT A PROBLEM

12 Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: NOT CONSIDERED

13. Traffic Safety: NOT A FACTOR

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: NOT A FACTOR

CONCLUSION AND REMARKS: P.C.C. DESIGNATED FOR THE DALLES SECTION IN 104 (b) 5 STUDY. MINIMUM MAINTENANCE IN THIS URBAN AREA IS DESIRABLE. SELECTION OF THIS TYPE WILL ALSO PROVIDE A MEANS FOR COMPARING SURFACE TYPE BEHAVIORS IN THIS AREA.

RECEIVED
MAY 28 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 24, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Relocate Private Water Line
The Dalles Section
Columbia River Highway
Wasco County
Contract No. 6180
Project No. I-80N-3(27)81

Dear Sir:

In adjusting the water facility of the City of The Dalles in connection with the construction of this project, a 1-1/2-inch galvanized water line has been discovered.

Adjustment of this line will require excavation in solid rock. Estimate of cost of this relocation has been given as $300 by our Engineer and concurred by this office. Two copies of the sketch map covering the work are attached.

Mr. Dec verbally approved this work on April 4, 1963 and it was discussed with Mr. Schwiesow on May 13, 1963.

This letter corrects our letter to Mr. Young dated May 17, 1963 and Mr. Young's letter of the same date. Your approval and inclusion of the relocation of this pipe line in the work to be performed by contract authorized in your January 9, 1963 memorandum is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

Encl.
PGP:fp
cc Lloyd Shaw ✓
L. H. Young
C. H. Maison
F. W. Sugnet

RECEIVED
MAY 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 22 1963
FOR FILING

[illegible]

6180

72

Cross Referenced To:
Adm
Petitions
Wasco Co

May 21, 1963

Mr. Sam Van Vactor
Attorney at Law
Brown & Van Vactor
The Dalles, Oregon

Dear Mr. Van Vactor:

Acting in response to the petition presented to the Highway Commission regarding the detour road at Sixth and Webber Streets in The Dalles, we contacted our engineering staff in your City. They assured us that every effort would be made to minimize inconvenience due to rerouting traffic during construction. It is our understanding that a reasonably satisfactory arrangement was worked out.

There is certain to be some inconvenience attendant to construction of the magnitude required at Webber Street, and we appreciate the concern of people dependent on the local street system for their livelihood. Our people will continue to make every effort to avoid unreasonable street closure.

Will you please extend to your clients our appreciation of their interest and cooperative attitude.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
Tom Edwards
Floyd Query
F. D. Morgan
Vernon Shull

(petition to Query)

FORM E-30 50M 9-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1963

SUBJECT: (Assignment: LPS-93)
The Dalles Bypass
Closure of Detour Road

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

BUILDING

An investigation of the complaint on closing the detour at Sixth and Webber Streets on subject project disclosed that the detour was removed during the excavation of the "FR" frontage road for the construction of the West Dalles Interchange. This excavation was composed primarily of scab rock which required drilling and shooting, making it necessary to keep traffic away from the area.

On May 3rd I was advised that the area covered by the detour would be rough graded and policed up so traffic could utilize the grade and proceed as before. However, there are street intersections to construct and connections at both ends of the "FR" Line to be made which will again require closing off the area. These closures are to be held to a minimum and the Resident Engineer advises that the contractor is working only one shift which ends at 3:00 P.M. and promises to have these areas in such shape that traffic can utilize them at the end of the shift.

Every effort is being made by the Resident and the contractor to provide a route through the work even though there are City Streets available to detour traffic with little inconvenience. The Resident advises that persons living in the area have not submitted any complaints but the rerouting of the traffic does bypass some of the places of business noted on the petition. The greater portion of the signers have their business approximately one-half mile toward town from the intersection of Sixth and Webber Streets and are easily accessible from the other City Streets. Only two of the signers were in the immediate vicinity.

I am enclosing Sheet No. 3 of the construction plans showing the location of the detour and the work which must be done.

Also enclosed is a rough draft of a reply to Mr. VanVactor.

F. D. Morgan
Construction Engineer

By J F Putnam

J. F. Putnam
Assistant Construction Engineer

JFP:bjh
Attachments

RECEIVED
MAY 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

PLEASE RETURN TO
LLOYD P. SHAW

LAW OFFICE
BROWN & VAN VACTOR
THE DALLES, OREGON

T. LELAND BROWN
SAM VAN VACTOR

April 26, 1963

Mr. Tom Edwards
Engineer
Oregon State Highway Department
Salem, Oregon

In re: The Dalles By-Pass - West End

Dear Tom:

A number of businesses on the west end of Sixth Street are quite upset by an article in the paper that the detour road between Sixth and Webber Streets will be closed for a month to six weeks. Babe and Marge's Tavern will be practically isolated and there is no question but what it will affect the business of all of them.

We called the office of the local resident engineer and he said, of course, that he would do the best that he could, particularly on weekends, but what can be done no one seems to know for certain.

I am enclosing copy of a petition signed by the respective merchants and would appreciate it if you will see that it gets in the proper channels. Possibly something may be devised to eliminate or cut down the hardship which will occur to these businesses, and of course, anything that can be done will be most appreciated.

[illegible]

Thanking you for any assistance you can give us, I am

Sincerely yours,

BROWN & VAN VACTOR

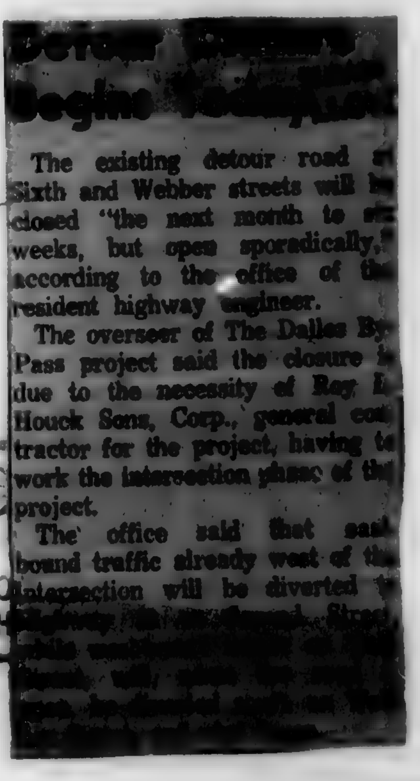
Sam Van Vactor

SVV:eb
Encl.

cc: Mr. Earl Smart
Babe & Marge's Tavern
The Dalles, Oregon

Mr. Vern O. Clifford
Clifford's Barbecue
West Sixth Street
The Dalles, Oregon

[illegible]



Detour [illegible]
Begins [illegible]

The existing detour road a Sixth and Webber streets will b closed "the next month to s weeks, but open sporadically," according to the office of th resident highway engineer.

The overseer of The Dalles By-Pass project said the closure i due to the necessity of Ray L Houck Sons, Corp., general con tractor for the project, having to work the intersection phase of th project.

The office said that eas bound traffic already west of th intersection will be diverted t [illegible]

REC
STATE H

TO: Oregon State Highway Commission
Salem, Oregon

WHEREAS, in connection with the construction of The Dalles By-Pass it appears that the existing detour road at Sixth and Webber Streets will be closed for a month to six weeks; and

WHEREAS, the closure of said road will in some cases virtually isolate some of the undersigned business establishments and will in any event materially adversely affect all of the undersigned businesses;

The undersigned proprietors of the affected businesses do hereby respectfully petition you to provide some type of temporary detour permitting the using of Sixth and Webber Streets during construction.

EAST CASCADE INVESTMENT CO.	WAMIC LUMBER CO.
By David H. Laren, Pres	By R.A. Coppen
BABE & MARGE'S	ERNIE'S BARBER SHOP
By Earl Smart	By Ernest Waespi
SPEEDEE SIGNAL STATION	XXXXXXXXX
By Bert L Hodge mgr.	By
BOB MILLER TEXACO	XXXXXXXXXXXX
By Robert Miller	By
SUPER ON SIXTH	COLUMBIA VETERINARY HOSPITAL
By [illegible] Reynolds	By Homer B [illegible]
CLIFFORD'S BARBECUE	DALLES GRANITE WORKS
By Vern O Clifford	By Bud Fisk

RECEIVED
MAY 20 1963

FOR FILING

I-80N-([illegible])1
6180

May 17, 1963

The Dalles Section
Columbia River Highway
Wasco County
Project No. I-80N

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

In adjusting the water facilities of the City of The Dalles in connection with construction on the subject project, a 1-1/2 inch galvanized water line has been discovered.

Adjustment of this line will require excavation in solid rock. Estimate of the additional cost was given to our Engineer as evidenced by the attached copies of his letter and the Order for State Forces Work. Copies of the sketch covering the work are also attached.

This work was verbally approved by Mr. Dee April 4, 1963, and discussed with Mr. Schwiesow May 13, 1963. Your approval and inclusion of the work under your Memorandum of January 9, 1963, are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt
Enc.

RECEIVED
MAY 21 1963

FOR FILING

I-80N-3(27)

[illegible]

—30M—10-62 46623

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1963

SUBJECT: **Remove and Install Water Line**
The Dalles Section
Columbia River Highway
Wasco County
Contract No. 6180
Project No. I-80N-3(27)81

To: **Mr. L. H. Young**
Office Engineer

BUILDING

ATTENTION: Mr. D. B. Parkes

Herewith three (3) copies of estimate and sketch map to cover the increased cost of solid rock excavation of this water line. You will note the estimate is included in the Resident Engineer's letter of transmittal of State Force Order #3 - 2nd Supplemental.

We received telephone approval from Mr. Ted Dec of the Bureau of Public Roads on April 4, 1963. This matter was also discussed by Messrs. Baker and Schwiesow on May 13th.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

FGP:bjh

cc: L. P. Shaw
C. H. Maison
D. B. Parkes (2)
F. W. Sugnet

NOTED
LLOYD P. SHAW

RECEIVED
MAY 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
April 3, 1963

RECEIVED
APR 4 1963
DIVISION ENGINEER

SUBJECT:

The Dalles Section
Remove & Reinstall
Water Line S.F.O. #3
Columbia River Highway
Contract No. 6180

To:

Mr. Dean Swift
Division Engineer
Bend, Oregon

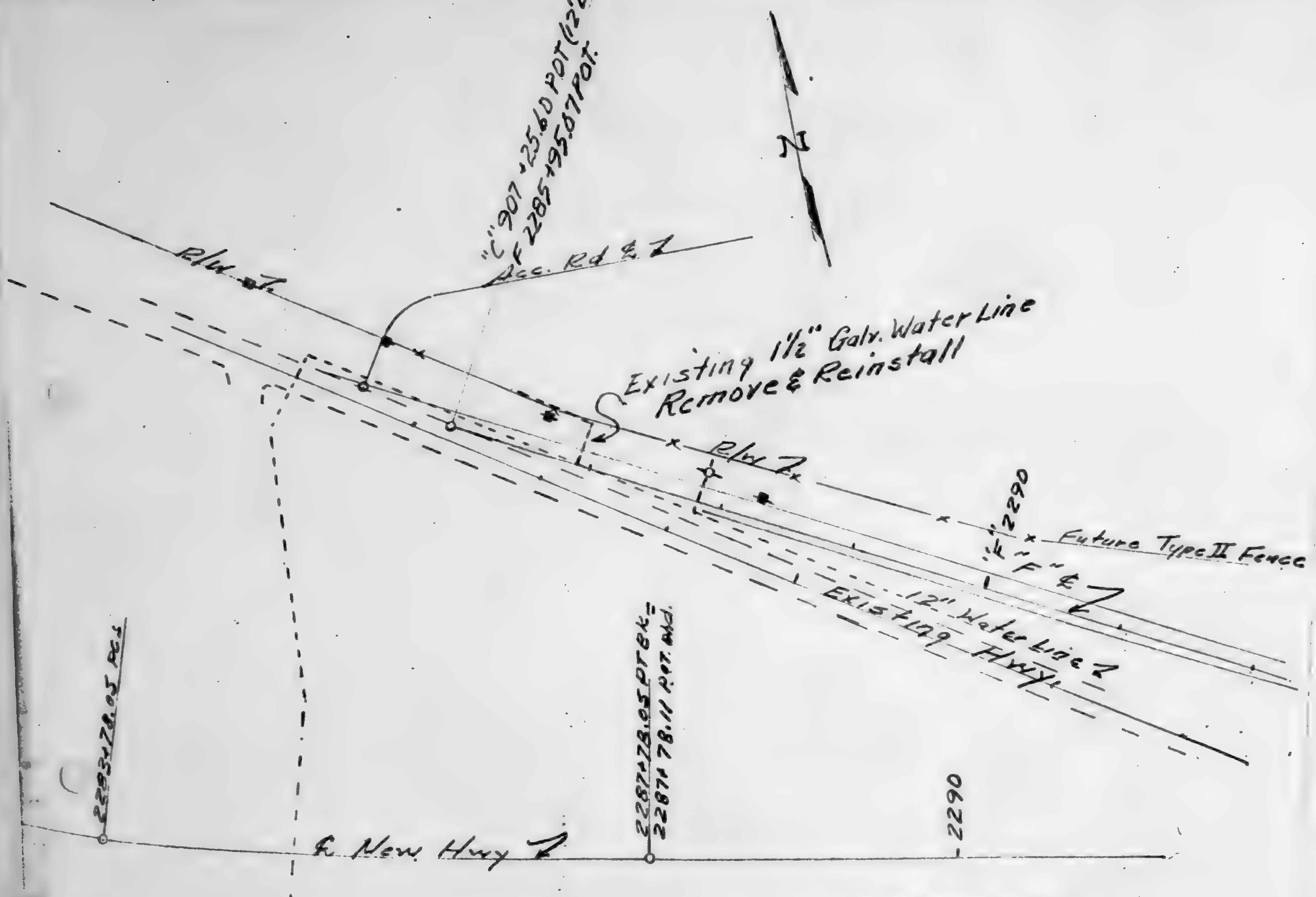
Herewith 2nd supplemental State Force Order No. 3 on subject project, along with sketch map showing location.

This line was discovered after submitting S.F.O. 3 and being in solid rock will run the cost up to approximately $300.00.

Teletype approval has been received by this office to proceed with this work.

Vernon E. Shull
Resident Engineer
by:
R. R. Spivey
R.R. Spivey
Ass't. Resident Eng'r.

NOTED - G. W. MARTIN



THE DALLES SECTION
Remove & Reinstall Water Line
SFO #3-2nd ~~S.P.O. #5~~ (Supplemental)
Columbia River Highway
Contract No. 6180

Scale 1"=100'

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

3-2nd
Order No. ~~2~~ Supplemental

Project Name The Dalles Section
Date April 3, 1963
I80N-3(27)81
Highway Columbia River
Contract No. 6180
F. A. Project No.
County Wasco
Prefix 633-1076
Account No. 285 JAH.

Description of Work To Be Done:

Relocated Private Water Line

Location by Station Numbers:

"C" 908+25 ("F"2286+90)

Estimate of Quantities and Costs:

Supplemental	
Labor - - - - - - -	$150.00
Material - - - - - -	50.00
Equipment Rental - -	100.00
Total	$300.00

Original	
Labor - - - - - - -	$155.00
Material - - - - -	200.00
Equiptment Rental	37.00
Total	$392.00
Supplemental	300.00
	$692.00

Explanation:

Adjustment necessary for construction "F" Line (Off Ramp). This water line discovered after S.F.C. ~~[illegible]~~ 3 submitted.

This work has not been done

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,518,741.38
Present estimate of project cost, including $ 300.00 for work under this order	$4,518,741.38
Expected under-run over-run (amount)	$ 0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Vernon E. Shell
Resident Engineer

Approval Recommended: G. L. Decker
A95F Construction Engineer or Bridge Engineer

Approval Recommended: Dean Swift
Division Engineer

Approved:
Deputy State Highway Engineer or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
JUN 5 - 1963
FOR FILING

FORM 2-30 50M 11-61 40880

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1963

SUBJECT: Pavement Types
The Dalles Bypass and
Minnesota Freeway

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Portland cement concrete surfacing was designated for both The Dalles Bypass Section of the Columbia River Highway and the Minnesota Freeway Section of the Pacific Highway in the 104(b)5 Interstate Study.

In April of 1960 portland cement concrete was proposed for The Dalles Bypass Section as being desirable, and a design was made for this type surface. After consideration, this design was voided in favor of an asphaltic concrete surface. At that time considerable discussions were held concerning appropriate surface types. It has been recently agreed by all concerned to place PCC on The Dalles Bypass after a "waiting" period for settlements to occur. The section will be opened to traffic with a minimum type surfacing during this waiting period.

Portland cement concrete was proposed from the beginning for the Minnesota Freeway Section, with the heavy metropolitan traffic being an important factor.

Certain factors must be considered in weighing surfacing choices for the two sections, one against another.

On both sections extensive soil investigations were made to determine foundation conditions. At The Dalles the poorly consolidated layers were found to be on the order of 10 feet or less in depth. The deepest section (10 feet) past the Port of The Dalles building was removed before placing embankment material. While settlements are predicted they are generally expected to be under one foot, and should occur within a year or less. Observations of current grading operations encourage the belief that a stable roadway, capable of uniform support for PCC paving can be expected. With the stage construction planned, the PCC as placed should remain free of distortion due to settlement.

NOTED
LLOYD P. SHAW

PCC will be placed on the Minnesota Freeway on all but the northerly end (Station 90 to 174+50 approximate). Through this section of river deposited material our own extansive investigations, along with information from outside parties, reveal a definite foundation problem of extensive depth (70 feet plus). Settlements under the fills to be placed are estimated to be several feet. Counterbalances are called for to prevent fill failures. Surcharges will be placed to hasten settlements. In one location sand drains will be placed to protect a cemetery. Special filter material will be placed around pier excavation to minimize damage from "piping" due to hydrostatic pressures from substrata water pressures. Differential settlement of the embankment through this section can be expected over an indefinitely long period of time, even though the greater part should occur during construction. Distortion of existing Denver Avenue (with considerable less height of fill) is not encouraging. Repair of a curbed PCC surface through this section under the traffic volume, would be difficult. The decision not to use a rigid type surface through this section seemed wise.

In summary, the two sections can be compared as follows:

1. The Dalles Bypass will have low fills over shallow depths of compressible foundation material. Final settlement can be expected within a year or less. Stage construction with final PCC is feasible.

2. North end of Minnesota Freeway will have high fills over compressible materials of considerable depth. The end of final settlements cannot be predicted. A flexible type wearing course, of substantial thickness because of traffic volume, seems reasonable. This should be considered as a change, not from choice, but dictated by circumstances.

Pavement types as proposed in the Interstate Estimate will be noted on future "Project Base Design" reports.

F. D. Morgan
Construction Engineer

By
G. L. Decker
Assistant Construction Engineer

GLD:fp
cc R. L. Porter

RECEIVED
MAY 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Design 11

477 Cottage Street, N.E.
Salem, Oregon

[illegible]

Mr. D. M. French, Regional Engineer
Portland, Oregon

August 30, 1962

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

m CONSTRUCTION DIVISION
RECEIVED
MAY 1 1963
NOTED ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Justification for the selection of Pavement Types on Interstate Routes

Your August 27, 1962 memorandum requested information in connection with the above subject on which the State has furnished documentation.

Generally, if this office notes a variation in pavement type from that included in the Interstate Estimate, the State is requested to justify its action. Our files for Project I-5-1(22)50 contain such a statement from the State dated May 9, 1960.

A general policy statement regarding selection of pavement types was furnished in the State's June 8, 1960 letter which was transmitted to your office with our June 15, 1960 memorandum on the Revised 1961 Interstate Estimate.

Our May 24, 1962 memorandum on the Monthly Narrative Report - HPS 1(23) furnished your office with copies of the State's informal report "Cost of Portland Cement Concrete Pavement Compared with the Cost of Asphaltic Concrete Pavement".

Though not furnished to this office nor limited to Interstate routes, about a year ago the State adopted a modification in their practice somewhat along the lines suggested by the August 9, 1962 letter from the AASHO Executive Secretary. Attached are two "quick" copies of the State's "Project Base Design" summary for the Minnesota Freeway Section, Project I-5-6(33)304, with comments on pavement type selection. In this particular case, representatives of this office verbally requested the State to include in their documentation the reason for the change to AC from the PCC as proposed in the 1961 Interstate Estimate between Sta. 90+ to 174+50 since the reason for the selection appeared to be somewhat inconsistent with the last paragraph on page 2 of the previously mentioned June 8, 1960 policy statement. However, obtaining such documentation was inadvertently overlooked when the P. S. and E. was approved recently. To prevent similar oversights in the future, we may suggest that the State's Assistant Construction Engineer have a check made of the pavement type proposed in the Interstate Estimate and include comments in the statement on the "Project Base Design" summary as to whether or not the same type of pavement is proposed.

Minnesota Freeway

Attachments

TD:rd

NOTED
LLOYD P. SHAW

original copy To Barbee
4-17-63

RECEIVED
MAY 22 1963
FORM E-123
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
[redacted] R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 15, 1963

Roy L. Houck Sons' Corp.
1585 N. 20th St.
Salem, Oregon

Re: The Dalles Section
Columbia River Highway
Contract No. 6180

Gentlemen:

Reference is made to the relocation work for the existing boat moorage.

The plans call for timber piling to be driven as shown on Sheet 7. It has been determined that this will not be possible as the rock line is only 2 to 9 feet below the bottom of the boat basin.

It is now proposed to delete items 82 (furnish timber piles) and 83 (drive timber piles) from the contract and proceed under a revised plan calling for furnishing Steel "H" piles to be driven into holes drilled into the rock. A sketch of the revision is enclosed.

The three pile dolphins will be replaced by a single 12-inch "H" pile driven into a 12-inch drilled hole and the double piles will be replaced by a single 10"H pile driven into a 10" drilled hole. Drilled holes are to be a minimum of 5-feet into rock. We will need a bid item for additional penetration based on a cost per foot.

Flanges of piles are to be trimmed on a bevel to allow pile to be started in the hole. Piles are to be driven into the hole for the full depth of the hole in the rock with flange parallel to float. No cut off will be required unless pile head is deformed.

Cost of furnishing piling is to include the furnishing and bolting of a 4-inch piece of 3 x 8 to the pile flange at the top for attachment of wires. Bolts are to be 1/2 inch galvanized.

Pile order list is: 11 - 12" x 53# (4 @ 45' & 7 @ 50')
17 - 10" x 42# (5 @ 45' & 12@ 50')

NOT
LLOYD P

NOTED
LLOYD P. SHAW

Please submit prices for a price agreement to cover the following items:

1. Furnish 12" x 53# Steel "H" Piling.
2. Furnish 10" x 42# Steel "H" Piling.
3. Drill holes in rock and drive steel piles.
4. Additional drilling in rock per foot.

Very truly yours,

F. D. Morgan
Construction Engineer

IRA:dl
Enclosure
cc: Pacific Concrete Co.
10401 N. E. Marx St.
Portland, Oregon

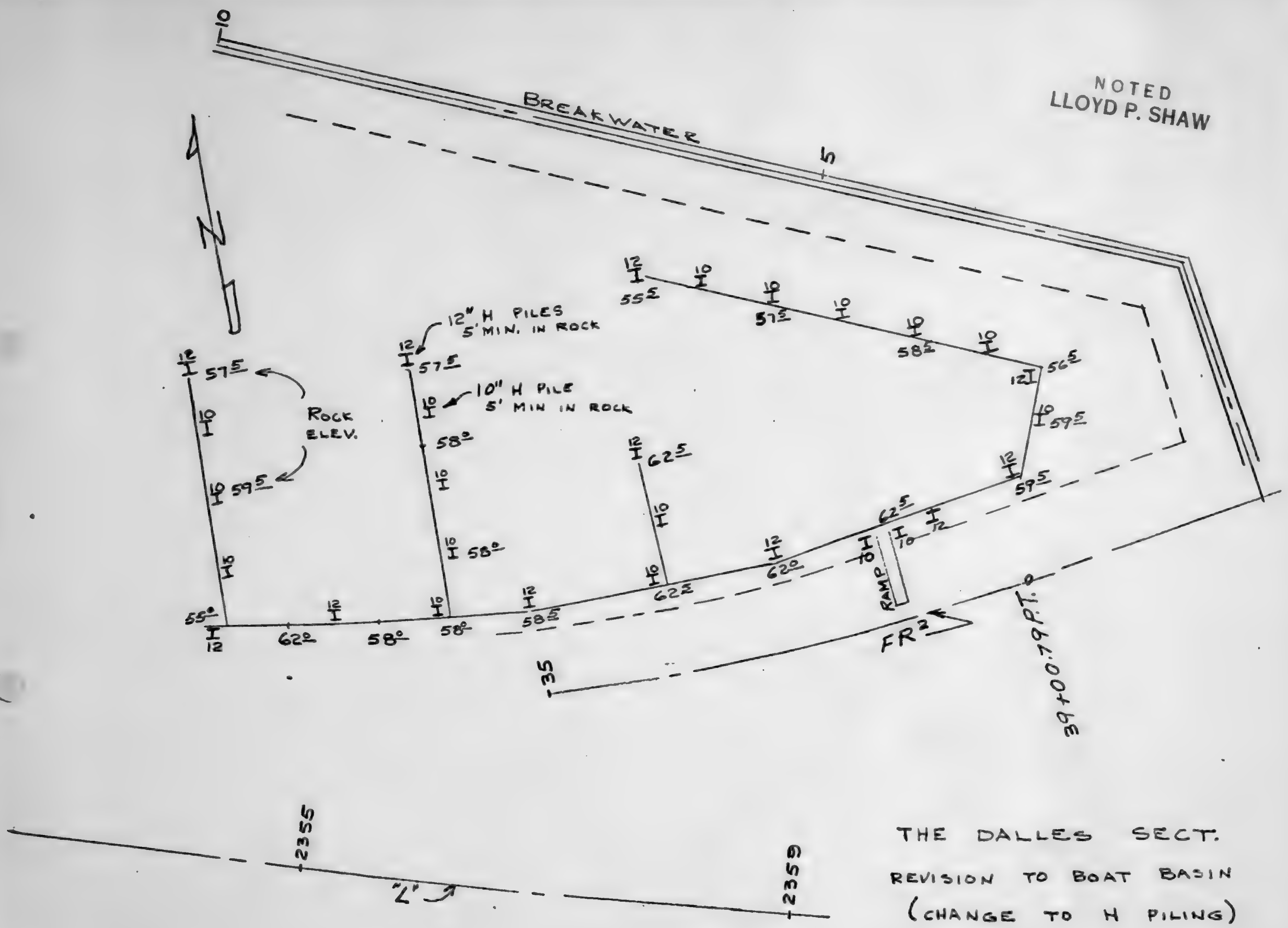
General Construction Co.
P. O. Box 3845
Seattle 24, Washington

Vern Shull
Norman Krehbiel
DEAN SWIFT
IVAN MERCHANT
LLOYD SHAW

NOTED
LLOYD P. SHAW

RECEIVED
MAY 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW



THE DALLES SECT.

REVISION TO BOAT BASIN
(CHANGE TO H PILING)

L.R. ALLEN 5-13-63

FORM 2-123X 80M 8-62

RECEIVED
MAY 15 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
K[illegible], MEMBER
[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-80N-3(24)81

6110 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 15, 1963

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker
Superintendent

Gentlemen:

Re: U.P.R.R. Overcrossing
East The Dalles
The Dalles Section
Columbia River Highway
Wasco County
Bridge No. 8776

Please refer to your letter dated May 8, 1963 regarding falsework plans for the subject bridge.

On March 14 we received prints from the contractor of their proposed falsework which not being suitable was returned for correction. We have not as yet received revised plans.

We have written to our resident engineer requesting that he look into this matter and forward the plans as soon as practical.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

By

Theo. C. Roake
Assistant Bridge Engineer

TCR/ma

cc: Mr. R. M. Brown
Mr. P. M. Stephenson ✓

RECEIVED
MAY 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 22 1963
FOR FILING

FORM E-20 10M 5-62 43908

Cross Referenced To:
[illegible]
[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1963

SUBJECT: Eligibility of Utility Adjustments--Legal Opinion

To: Forrest Cooper
State Highway Engineer

BUILDING

NOTED R. L. PORT

On April 30, Mr. A. W. Parsons, Division Engineer of the Bureau of Public Roads, requested an opinion as to the eligibility of utility adjustments in connection with the Pacific Northwest Bell Telephone Co. adjustment on Project I-80N-3 (27)81, The Dalles Section, wherein a portion of the line to be relocated occupies private property under the terms of a permit and a portion is on private property without a written permit.

Port

The answer to the question posed by Mr. Parsons is found in the case of Multnomah County v. Rockwood Water District, 219 Or. 356 (362,3) in which we find the following:

> "The Rockwood Water District did not place its pipes and facilities at the sufferance of or by license of Multnomah County. Glendoveer Acres was not platted and there were no streets dedicated at the time defendant started laying its pipe; . . . It placed its original pipes with the actual or implied consent of the owners of the property . . . the plaintiff, Multnomah County, had knowledge, or by the exercise of reasonable care should have had knowledge, that the water pipes of the defendant were in the dedicated streets of Glendoveer Acres plat, and should have known that they claimed some right

Litchfield has taken this to B.P.R. for their concurrence. 5-21-63 Shaw

NOTED LLOYD P. SHAW

Litchfield has copy
5-8 4:20 PM
Shaw

> there. This is an entirely different situation from those cases where a county, state or municipality allows a private corporation to use their streets to place their pipes or utility lines, and to which the above-mentioned common-law rules apply."

You will note from this that the Court found the Plaintiff was not entitled to recover costs of adjusting conflicting water lines from the defendant water district when the plaintiff changed the grade of the dedicated streets in which the defendant had relocated the pipes prior to acceptance of the same by the plaintiff as county roads.

It is our opinion therefore that the above quotation adequately supports the position we take and that the utility's right to occupy the land with its facilities does not have to be documented or recorded to make it enforceable against the State so far as recovery of utility relocation costs are concerned.

L. I. LINDAS
Chief Counsel

LIL:bp
cc: R. L. Porter

RECEIVED
MAY 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

Shaw

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N. E.
Salem, Oregon

DATE: April 30, 1963

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons
08-35.2-0
Division Engineer
Salem, Oregon

SUBJECT: Eligibility of Utility Adjustments - Legal Opinion

Mr. Litchfield's April 5, 1963 memorandum to Mr. Young in connection with the Pacific Northwest Bell Telephone Company adjustment on Project I-80N-3(27)81, The Dalles Section, stated that a portion of the line to be relocated occupies private property under the terms of a permit (terms not stated) and a portion is on private property without a written permit or easement. We approved a revised estimate for the adjustment covering both portions.

We have had somewhat similar situations in the past, and have accepted verbal advice that you were required to reimburse the utilities relocation costs. As we recall, reimbursement is required under Oregon Law if anyone has made any improvement on private property other than by outright trespass.

Support is now needed for our approval action in such cases. We would appreciate receiving a formal legal opinion as to your liability to pay for the relocation costs in such situations.

NOTED
LLOYD P. SHAW

[illegible]
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Copy handed to Lindas 5-8-63
11:15AM. Shaw

copies to Young
Litchfield
5-2-63

RECEIVED
1963
FOR FILING

9

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-80N-3(27)81

GVP

May 7, 1963

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas
Portland 12, Oregon

ATTENTION: Mr. V. H. Dunkin

Re: Telephone Cable Adjustment
The Dalles Section
Columbia River Highway
Wasco County
Contract No. 6180
Project No. I-80N-3(27)81
YOUR FILE: R. O. 45095

Gentlemen:

Your estimate and sketch map for the adjusment of your facilities on this project have been approved by the State and the Bureau of Public Roads and the work involved is considered to be included in Agreement approved December 3, 1962. You are hereby authorized to proceed with this work as of March 16, 1963.

Reimbursement for work performed subsequent to March 16, 1963, will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

FGP:bjb

cc: L. P. Shaw ✓
A. W. Parsons
L. H. Young
C. H. Maison
Dana Swift
Vernon Shull
F. W. Sugnet

RECEIVED
MAY 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 8 - 1963

FOR FILING

May 7, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

The Dalles Section
Columbia River Highway
Wasco County
Project No. I-80N-3(27)81

Dear Sir:

Herewith are two copies each of the revised estimate and sketch for work by Pacific Northwest Bell Telephone Company under its RO 44916 on the subject project.

The change in adjustment of Pacific Northwest facilities is made necessary by construction of a new line by the Northern Wasco P.U.D. The original estimate for RO 44916 was $795.00. The proposed buried cable in lieu of the aerial cable will increase the cost an estimated $560.00. The revised plan has been checked by our Utility Liaison Engineers and determined to be the most practical and economical solution.

Your approval of the estimate and sketch as a revision of the agreement approved by your office December 3, 1962, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lb

Enc.

RECEIVED
MAY 6 - 1963

FOR FILING

6 1 1 0

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

May 3, 1963

By:

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

G. R. Brooks
District Engineer

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway
Pacific Northwest Bell Telephone Company Utility Adjustment

Mr. Litchfield's April 19, 1963 letter transmitted an estimate and sketch map for the emergency relocation of a section of submarine cable owned by the subject utility company. This relocation was not a part of the original agreement and had to be accomplished immediately so as not to hold up the contractor's operations.

The above-mentioned estimate and sketch map are hereby approved and the work involved is considered to be included in the agreement with the utility which was approved by our December 3, 1962 memorandum. Authorization to proceed with the emergency relocation is granted as of March 16, 1963 in accordance with our previous verbal discussion. The approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

RECEIVED
MAY 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Litchfield
4-6-63

NOTED
LLOYD P. SHAW

RECEIVED
APR 25 1963

FOR FILING

[illegible]

6180

477 Cottage Street N.E.
Salem, Oregon

April 23, 1963

Mr. Forrest Cooper
State Highway Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-3(19)84
The Dalles-Big Eddy Section
Final Voucher

You have submitted subject final voucher for our review in advance of the project's completion in substantial conformity with the plans.

Reference is made to our letter dated October 8, 1962, Project I-80N-3(27)81, The Dalles Section. The second paragraph of that letter states:

"The estimate and plans include work outside the project termini near The Dalles Dam Interchange included in the project agreement for Project I-80N-3(19)84. Our approval is with the understanding that such work either will be withdrawn from Project I-80N-3(19)84 and added to this project, or the contract estimate for this project be modified transferring such work to Project I-80N-3(19)84."

Until the indicated appropriate action is taken, we must, necessarily, defer further processing of subject voucher.

NOTED
LLOYD P. SHAW

RECEIVED
APR 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Original to Young
4-24-63

RECEIVED
[illegible] 5 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-80N-3(27)81

G-1[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 23, 1963

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland 12, Oregon

ATTENTION: Mr. V. H. Dunkin

Re: Revised Telephone Line Adjustment
The Dalles Section
Columbia River Highway
Wasco County
Project No. I-80N-3(27)81
YOUR FILE: R.O. 44915

Gentlemen:

Your revised estimate for the adjustments of your facilities on this project has been approved by the State and the Bureau of Public Roads. Authorization to proceed with the work as revised is granted as of the original date of approval, December 3, 1962.

Reimbursement for the work performed subsequent to December 3, 1962, will be made in accordance with the provisions of PPM 30-4 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

PGP:bjh

cc: L. P. Shaw
A. W. Parsons
L. H. Young
C. H. Maison
Dean Swift
Vernon Shull
Carl M. Williams
F. W. Sugnet

RECEIVED
APR 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Telephone Cable Adjustment
Pacific N.W. Bell Telephone Company
The Dalles Section
Columbia River Highway - Wasco County
Contract No. 6180
Project No. I-80N-3(27)81

Dear Sir:

Herewith are the following data covering the relocation of a section of submarine cable owned by Pacific Northwest Bell Telephone Company:

(1) 2 copies of the telephone company's estimate of cost for making the adjustment.

(2) 2 copies of a sketch map prepared by the company showing the work done.

This matter was discussed with your Messrs. W. H. Schwiesow and L. R. Backlund as described in the writer's letter to Mr. Swift dated March 29, 1963, a copy of which has been submitted to your office.

Your approval of this agreement under the provisions of PPM 30-4 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

FGP:bjh

cc: L. P. Shaw
L. H. Young

NOTED
LLOYD P. SHAW

RECEIVED
APR 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 25 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-80N-[illegible]

6180

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: The Dalles Section
Contract No. 6180
Project No. I-80N-3(27)81

Dear Sir:

Recent occurrences on subject project, where embankment in place has settled and slipped into the Columbia River, indicate a condition which neither the contractor nor the State anticipated. At the time of this writing it is estimated that approximately 4,000 to 6,000 cubic yards of rock material have been placed above what was called for on the plans and the roadway has not yet been brought to grade.

The Special Provisions on this project call for pay quantities on these materials to be limited to neat lines as determined by cross-sectional measurement with no additional payment for subsidence and settlement of the ground support. However, in this instance as no forewarning was given to the contractor to allow him to take the additional yardage needed into consideration, it is felt that his request for additional compensation based on Articles 1.9.5 and 1.9.6 of our general provisions is justified.

May we have your concurrence in paying the contractor for the material actually placed.

Very truly yours,

F. D. Morgan
Construction Engineer

By J F Putnam

J. F. Putnam
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

JFP:bjh

cc: L. P. Shaw
Dean Swift
Vernon Shull

RECEIVED
APR 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 22 1963

FOR FILING

[illegible]

6180

April 19, 1963

The Dalles City Council
City Hall
The Dalles, Oregon

Gentlemen:

Re: Agreement of September 20, 1962,
on construction and maintenance of Bargeway Road

Reference is made to the supplemental agreement of September 20, 1962, between the State Highway Commission and the City of The Dalles for the construction and maintenance of Bargeway Road. Under this agreement the State is to construct and the City is to maintain said road.

Since the agreement provides for the City to assume jurisdiction of this road, the City has requested that the State convey its title upon completion of construction. This will confirm this understanding of the above agreement and that the State will convey its title to Bargeway Road to the City after the same has been constructed, subject to the right of the State to maintain the necessary slopes, drainage, and other facilities thereon for the protection and maintenance of The Dalles Bypass.

It should be understood that as to that part of the said road crossing the property of the Bureau of Reclamation, the title of the State consists of an easement for a public highway.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. J. R. Kuhn

JRK:bh ms

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APR 18 1963
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 17, 1963

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

ATTENTION: Mr. R. H. Sallee

Re: Temporary Pole Adjustment
The Dalles Section
Columbia River Highway
Wasco County
Project No. I-80N-3(27)81

Gentlemen:

Your estimate and sketch map for the installation of a temporary pole located near Station 2263 has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of January 15, 1963, in accordance with our verbal discussion.

The use of the contract method, as indicated in the estimate, is approved for the hole digging and crane rental.

Reimbursement for work performed subsequent to January 15, 1963, will be made under the terms of PPM 30-4 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

FGP:bjh

cc: L. P. Shaw
L. H. Young
C. H. Maison
A. W. Parsons
Dean Swift
Vernon Shull
Carl M. Williams
F. W. Sugnet

RECEIVED
APR 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 18 1963
FORM [illegible] 50M 8-62
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 17, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Sprinkling System
Port of The Dalles Access Bridge
The Dalles Section
Columbia River Highway
Wasco County
Project No. I-80N-3(27)81

Dear Sir:

In reply to your letter of March 27, 1963, on the above subject, we have written the attached letter to the Viking Automatic Sprinkler Company with the intent of initiating an agreement between them and the State to use them as consulting engineers. You will be advised of their reply.

Since it will be necessary to keep the present system functional at all times, until the new system is constructed it will be impossible to use material salvaged from the old system in the construction of the new system. Should material from the old system prove to be salvagable, it will be credited to the job.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjh
Attachment

NOTED
LLOYD P. SHAW

RECEIVED
APR 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

cc: L. P. Shaw ✓
L. H. Young
C. H. Maison
I. D. Merchant
Dean Swift
Vernon Shull
D. S. Berger
F. W. Sugnet

FORM 2-12 80M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 17, 1963

Viking Automatic Sprinkler Company
3245 N. W. Front Avenue
Portland, Oregon

ATTENTION: Mr. Bob Eikenberry

Re: Sprinkling System
Port of The Dalles Access Bridge
The Dalles Section
Columbia River Highway - Wasco County
Project No. I-80N-3(27)81

Gentlemen:

A highway project which is presently under way at The Dalles, Oregon, will necessitate removal of an existing access trestle to the Port of The Dalles docks and construction of a new trestle to re-establish such access. The attached sketch (Drawing No. B-25) is an approximate plan of this situation.

The existing trestle is protected by a Viking sprinkler system which was installed by your firm in the early 1930s.

In order to complete the work on this project it will be necessary to reinstall the 8" firemain and the hot water heating loop. In addition, a 1/2" fuel oil line, a fire alarm circuit, an intercommunication circuit, and a fuel pump power circuit which now cross the existing trestle will be re-established by our contractor as extra work. To accomplish this we are asking you to prepare plans, specifications, and an estimate to include the following specific items of work:

1. Connect an 8" standard galvanized pipe to the existing fire main at or near the concrete well, bury this pipe below the frost line, and extend through the 18" steel conduit to the location of the new fire hydrant. (The 18" conduit will be installed by the State's contractor.)

2. Install new standard fire hydrant on the 8" line at the approximate location shown.

3. Install cast iron water pipe across the new trestle in a sawdust-insulated box equal to that on the existing trestle. This section of pipe shall be connected to the 8" galvanized pipe at the new hydrant and to the existing fire main on the dock to complete the loop.

4. Install an all new Viking sprinkler system on the new trestle in accordance with current regulations and requirements governing such installation.

5. Salvage and remove all piping and sprinkler system components from the existing trestle if practical and economical.

6. Install a hot water heating loop in the insulated box on the new trestle equal to the new loop on the existing trestle.

Actual connection of the new fire main at both ends shall be done in such a manner as to cause the least possible interruption of fire main service to the dock.

Since the State is not adequately staffed to design such a system, it is desired to hire your company to prepare plans, specifications and estimate for this work. These plans, specifications and estimate must be completed by July 1, 1963. In order to receive participation from the Bureau of Public Roads for this engineering work, it is necessary that the State enter into an agreement with your company in accordance with PPM 40-6 and all supplements thereto, a copy of which is hereto attached.

The form of agreement may be an exchange of correspondence which sets forth the factors which are pertinent to this project. However, attached to PPM 40-6 you will find "Outline of Provisions and Clauses for Engineering Agreements" to guide you in drawing up a formal agreement, should you prefer to do this. Your attention is called to paragraph 4 of PPM 40-6 and to PPM 40-6(1) relative to the determination of fees.

If you accept this work, please submit a letter of agreement which satisfies these regulations. Should you have any questions regarding this, please feel free to contact Mr. David S. Berger, Room 324, State Highway Building, Salem, Phone 364-2171, Extension 594, or the writer in Room 209A, State Highway Building, Salem, Phone 364-2171, Extension 1065.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
Attachments

cc: A. W. Parsons
L. P. Shaw
L. H. Young
C. H. Maison
I. D. Merchant
Dean Swift
Vernon Shull
D. S. Berger
F. W. Sugnet

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APR [illegible] 1963

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477 Cottage Street, N. E.
Salem, Oregon

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

April 16, 1963

08-35.4-0

A. W. Parsons
Division Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway
Pacific Northwest Bell Telephone Company Utility Adjustment

Our memorandum dated December 3, 1962 approved the agreement for the adjustment of the subject utility and authorized work to proceed as of that date. Mr. Young's April 10, 1963 letter transmitted a revised estimate and sketch for a portion of the work included in the original agreement.

The original estimate for the adjustments at The Dalles Bridge (R.O. 44915) was $65.00. The revised estimate is for $1115.00. The March 11, 1963 letter from the telephone company explained the reason for the large increase.

We hereby approve the revised estimate and sketch mentioned above and the agreement approved by our December 3, 1962 memorandum is considered to be revised accordingly. Authorization to proceed with the work as revised is granted as of the date of approval of the agreement, December 3, 1962. The approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

original To Young
4-18-63

NOTED
LLOYD P. SHAW

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APR 12 1963
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477 Cottage Street N. E.
Salem, Oregon

Mr. Forrest Cooper, State Hwy Engineer April 11, 1963
Salem, Oregon

A. W. Parsons, Division Engineer By: G. R. Brooks
Salem, Oregon District Engineer

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway
Temporary Power Line Adjustment - Pacific Power and Light Company

Our memorandum dated January 8, 1963 authorized you to proceed with the adjustment of the Pacific Power and Light Company's facilities on the subject project. Mr. Young's April 9, 1963 letter submitted the estimate, sketch, and power company's letter of explanation in connection with the installation of a temporary pole.

We hereby approve the above mentioned estimate and sketch, and are including the installation of the temporary pole in the work to be performed under the agreement approved in our January 8, 1963 memorandum. You are authorized to proceed with the actual installation of the temporary pole effective January 15, 1963, in accordance with our previous verbal discussion. The contract method, as indicated in the estimate, is approved for hole digging and crane rental. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

NOTED
LLOYD P. SHAW

original To Young
4-12-63

RECEIVED
APR 11 1963
FOR FILING

April 10, 1963

Mr. Charles Donahue
Solicitor of Labor
United States Department of Labor
815 Mount Vernon Place, N.W.
Washington 25, D.C.

Dear Sir:

In connection with Labor Decision No. AB-7681, dated September 27, 1962, for Oregon FAI Project No. I-80N-3(27)81, The Dalles Section, grading and structures project, our contractor has requested wage rates for certain classifications which were not included in the original determination.

The following is a list of the additional classifications which are requested by the contractor along with the recommended wage rates:

DREDGING	
Assistant Engineer (Electric, Diesel, Steam or Booster Pump)	$ 3.91
Assistant Engineer (Electric Generator operator for Primary Pump, Power Barge or Dredge)	4.01
Leverman	4.35
Mates	3.91
Assistant Mate (Deckhand)	3.56
Engineer Welder	3.96
LABORERS	
Leveeman	3.10
Leveeman Foreman	3.25

The above-listed rates for dredging classifications are in accordance with the dredge agreement between the Oregon Associated General Contractors and the Hoisting and Portable Engineers Locals Nos. 701, 302, 612 and 370.

The above listed rates for laborer classifications are in accordance with the rates for general laborer and laborer foreman for Group No. I in the labor agreement between the Oregon Associated General Contractors and the Oregon State District Council of Laborers.

We recommend these rates be established by the issuance of a supplemental decision for the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

ALB:mmb

cc: Mr. A. W. Parsons
Bureau of Public Roads

Vernon E. Shull
V. C. O'Neil

GENERAL CONSTRUCTION COMPANY

•

GENERAL CONTRACTORS

•

4850 N. W. FRONT AVENUE
BOX 2768
PORTLAND 8, OREGON

70'

AB7681

Cont No. 6180

April 3, 1963

Oregon State Highway Department
P. O. Box 420
The Dalles, Oregon

Att: Vernon E. Shull
Resident Engineer

Re: Contract No. 6180
F. A. No. I-80N-3(27)81
The Dalles Section

Gentlemen:

We herewith request approval of several classifications and rates which do not appear in the Wage Determination Decision of the Secretary of Labor, U. S. Department of Labor, for the above project. These are necessary for the prosecution of our work and are as follows:

DREDGING

Assistant Engineer (Electric, Diesel, Steam or Booster Pump)	$3.91
Assistant Engineer (Electric Generator operator for Primary Pump, Power Barge or Dredge)	4.01
Leverman	4.35
Mates	3.91
Assistant Mate (deckhand)	3.56
Engineer Welder	3.96
Leveeman	3.10
Leveeman Foreman	3.35

Very truly yours,

General Construction Company

by CM Sanders
C. M. Sanders, Paymaster

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APR [illegible] 1963
[illegible]

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APR 10 1963
FOR FILING

[illegible]

April 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregn

Revised Tel. Line Adjustment
The Dalles Section
Columbia River Highway
Wasco County
Project No. I-80N-3(27)81

Dear Sir:

Herewith, are two copies each of the revised estimate and sketch of the Pacific Northwest Bell Telephone Company's R. O. #44915, for adjusting the power line on the subject project with copies of correspondence from the company and our Utilities Liaison Engineer which establish the necessity of the revisions and the obligation of the State to reimburse the company.

Your approval of the revised estimate and sketch and authorization to proceed with the work as part of the original agreement under the provisions of PPM 30-4 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

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APR 9 - 1963

FOR FILING

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6180

April 9, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Temporary Power Line Adjustment
The Dalles Section
Columbia River Highway
Wasco County
Project No. I-80N-3(27)81

Dear Sir:

Herewith are the following data covering the installation of a temporary pole by the Pacific Power & Light Company on the subject project:

1. Two copies of the Company's letter of explanation for the necessity of the temporary work.
2. Two copies of the Company's estimate of cost for the temporary adjustment.

This work was discussed with and verbally recommended for approval by the BPR Area Engineer January 15, 1963.

It is requested that this work be included in the agreement with the Company and authorization to proceed as of January 15, 1963, be approved under the provisions of PPM 30-4.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

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APR 10 1963
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6180

477 Cottage St. N.E.
Salem, Oregon

April 2, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

T. Dee, Assistant Division Engineer
Salem, Oregon

Oregon Project I-80N-3(21)81
Special Study - Port of The Dalles

Please refer to Chief Counsel L. I. Lindas' letter dated March 19, 1963, requesting our advanced approval to employ Mr. Lynn Bloch to make a special study of the Port of The Dalles (Parcel 30535). This is to advise that we will approve the proposed agreement for Federal-aid participation subject to your files containing a copy of the agreement signed and endorsed by Mr. Bloch. Your files should also contain documentation to show that the consultant's qualifications have been determined to be adequate.

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APR 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Original to Mr Lindas
4-2-63 ms

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APR 3 1963

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-[illegible]N-3(27)81

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 1, 1963

City of The Dalles
City Hall
The Dalles, Oregon

ATTENTION: Mr. C. Dean Smith

Re: Additional Fire Hydrant Adjustments
The Dalles Section
Columbia River Highway - Wasco County
Project: I-80N-3(27)81

Gentlemen:

The estimate and sketch map for the adjustment of this hydrant as submitted by our Resident Engineer has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of December 21, 1962, as stated in our letter of January 16, 1963.

Reimbursement for this work will be made subsequent to the provisions of PPM 30-4 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
cc: L. P. Shaw
L. H. Young
C. H. Maison
A. W. Parsons
Dean Swift
Vernon Shull
Carl M. Williams
F. W. Sugnet

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APR 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 29 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr. March 27, 1963
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-80N-3(27)81
The Dalles Section
Sprinkler System

Mr. Litchfield's March 22, 1963 letter submitted copies of correspondence between the Port of The Dalles and the State which outline the work proposed in re-establishing the existing sprinkler system on the new trestle approach to the Port facility.

You advise that the State is not adequately staffed to design a sprinkler system of this type and request permission to hire the Viking Automatic Sprinkler Company as consultants to prepare the necessary plans, specifications, and estimate for this work. The use of a consultant to design the sprinkler system is approved.

This approval, however, shall not be construed to be the approval of Viking Automatic Sprinkler Company as the particular consultant to be used. Such approval is not granted until the proposed agreement between the State and the consultant is approved by Public Roads.

If some of the salvaged piping and sprinkler system components are in good condition we believe that their use in the new installation should be optional to the contractor. Conditions of Step #3 as outlined in your letter of March 22 should be left to the contractor's option. Possibly he would desire to install the system with his own forces.

RECEIVED
MAR 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
copy to Litchfield
3-29-63

NOTED
LLOYD P. SHAW

RECEIVED
MAR 27 1963

FOR FILING

I-80N-3(27)81
6180

477 Cottage Street, N. E.
Salem, Oregon

March 22, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway
City of The Dalles Water Line Adjustment

Our memorandum dated January 9, 1963, authorized you to proceed with the subject utility adjustment. Mr. Young's March 19, 1963 letter advises that the relocation of one hydrant was omitted from your original estimate and sketch in connection with this adjustment and submitted an estimate and sketch for the hydrant to be relocated.

We hereby approve including the relocation of the fire hydrant in the work to be performed by contract and authorized in our January 9, 1963, memorandum.

RECEIVED
MAR 25 1963
OFFICE OF
STATE HIGHWAY ENGIN

Copy To Young
3-27-63

NOTED
LLOYD P. SHAW

RECEIVED
MAR 29 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

7

6180

March 22, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Sprinkler System
Port of The Dalles Access Bridge
The Dalles Section
Columbia River Highway
Wasco County
Project No. I 80N-3(27)81

Dear Sir:

Attached you will find copies of correspondence between the Port of The Dalles and the State which outline the work proposed in re-establishing the existing sprinkler system on the new trestle approach to the Port facility.

Since the State is not adequately staffed to design a sprinkler system of this type, it is hereby requested that you grant us permission to hire the Viking Automatic Sprinkler Company as consultants to prepare the necessary plans, specifications and estimate for this work. You will find attached a copy of the rough draft of a letter to the Viking Company which sets forth our proposal of engineering work to be performed by them.

After an agreement is reached with the Viking Company, it is planned to proceed as follows:

(1) Viking will prepare plans, specifications and estimate and present to the State for approval.

(2) After approval, the State will present the plans and specifications to Roy L. Houck Sons' Corporation, the State's prime contractor on this project.

(3) Houck will then consult with a qualified sprinkler installer and retain him as a subcontractor to construct this system.

(4) The State and Houck will then arrive at a Price Agreement for this work.

(5) The Oregon Insurance Rating Bureau will inspect the system upon completion.

Your approval in the use of a consultant is recommended and any suggestions you may have in handling this problem are solicited.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
Attachment

cc: L. P. Shaw ✓
L. H. Young
C. H. Maison
I. D. Merchant
Dean Swift
Vernon Shull
D. S. Berger
F. W. Sugnet

RECEIVED
MAR 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

PORT OF THE DALLES
THE DALLES, OREGON
"An Inland Seaport Serving an Empire"

COMMISSIONERS
PAUL R. VOGT, PRESIDENT
DAVID H. LARSEN, VICE-PRESIDENT
ELTON EBY, SECRETARY
ROBERT C. HAMPTON, TREASURER
PAUL KORTGE

MANAGER
DOLPH D. KIMSEY

March 12, 1963

CONSTRUCTION DIVISION
RECEIVED
MAR 13 1963
NOTED

Mr. F. D. Morgan, Construction Engineer
Oregon State Highway Department
Salem 10, Oregon

Attention: Mr. T. W. Litchfield

Dear Sir:

Re: Sprinkler System (Viking)
8" Water Main in Conduit
Fuel Pump Circuit
½" Fuel Oil Line
Fire Alarm Circuit
Inter-Com Circuit
Port of The Dalles Access Bridge
Columbia River Highway
Wasco County
Project No. 1-80N-3(27)81

This will serve as an answer to your letter of February 20 and also confirm our conversations of March 11 and 12, 1963.

The Port of The Dalles Commission approves the work in connection with Port of The Dalles Access Bridge as follows:

1. Installation of 8" galvanized steel watermain through highway fill in 18" conduit and otherwise as described in your letter.

2. A standard fire hydrant will be located approximately where shown on plan on access fill and 8" cast iron pipe across the new trestle in sawdust insulated box as described in letter and reconnected to existing fire main on deck, as shown on plan.

3. An all new Viking Sprinkler System will be installed on new trestle and will be connected to the rest of the system in accordance with all regulations and requirements governing such equipment.

4. The ½" oil line, the fire alarm circuit, the intercommunication circuit and the fuel pump electrical circuit will be carried through the highway fill with the 8" water main. (The oil line will be standard galvanized pipe buried

with the 8" water main.from the concrete well and thence through 18" conduit with the 8" main through fill and then in sawdust box over trestle to reconnection point on dock.) (The fire alarm, inter-com and fuel pump electrical circuits will be direct burial cable from concrete well alongside the 8" main through the 18" conduit through fill, then in regulation conduit across access trestle--not in sawdust box--to connection point with present systems on dock, to completely re-establish all three systems.)

5. The hot water heating system in the insulated box on existing trestle will be replaced in the box on the new trestle conforming with the present layout.

6. In accordance with our conversation today with you, Mr. Berger and Mr. Spivey, we request that all piling that will be driven in the new small boat harbor location be creosote-treated piling.

We appreciate very much your attendance at our meeting and the cooperation and consideration you have tendered in solving our mutual problems.

Very truly yours

PORT OF THE DALLES

Dolph D. Kimsey
Manager

DDK:H
cc: Mr. Vernon Shull, Resident Engineer
The Dalles

Dr. Paul R. Vogt, President
Port of The Dalles

William G. Dick, Attorney
Port of The Dalles

I. D. MERCHANT.

D. S. BERGER

F. W. SUGNET

2-6-1

February 20, 1963

Port of The Dalles
The Dalles, Oregon

Attention: Mr. Dolph Kinsey

Gentlemen:

Re: Sprinkler System
Port of the Dalles Access Bridge
The Dalles Section
~~[illegible] Highway~~
Wasco County
Project No. I-80N-3(27)81

We are writing to advise you of our plans for reestablishment of the sprinkler system, fire main, fire alarm circuit and fuel oil line which must be removed with your existing access structure as a part of the subject work. The enclosed sketch (Drawing No. [illegible]) will help to explain our plans.

First, we intend to install standard 8" galvanized steel pipe from a point near the concrete wall to the proposed new location of the fire hydrant. This pipe would be beneath the new highway and at least 2' deep in all cases.

A fire hydrant will be located approximately where shown and 8" cast iron pipe will be installed across the new access trestle in a sawdust insulated box equal to that on the existing trestle. The 8" cast iron pipe will be reconnected to the existing fire main on the dock approximately where shown.

An all new automatic sprinkler system will be installed on the new trestle in accordance with all current regulations and requirements governing such equipment.

Both the ½" oil line and the fire alarm circuit will be buried in the same trench with the 8" fire main. The oil line will be standard galvanized pipe and the fire alarm circuit wire will be direct burial cable. The oil line will be carried across the new trestle in the box with the fire main and the fire alarm wiring will be carried across in conduit. Both the oil line and fire alarm wiring will be connected at both ends to existing piping and wiring so as to completely reestablish both systems.

CB B 1/1/ 8 E

The existing hot water heating system in the insulated box on the the existing trestle will be reinstalled in the box on the new trestle.

Interruption of the fire main during connection of the new piping will be held to the least possible time.

Please inform us at your earliest convenience as to whether this procedure meets with your approval.

Very truly yours,

F. D. Morgan
Construction Engineer

by

Ted W. Litchfield

cc: Mr. Ivan D. Merchant

RECEIVED
MAR 20 1963
FOR FILING

[illegible]
6180

March 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

~~S. Unit, Wasco-Moro Section~~
~~Sherman Highway~~
~~Sherman County~~
~~Project No. F-158(9)~~

The Dalles Conn.,
Col. River Hwy.
Wasco Co.
Proj. No I-80N-3(an)(1
(Dist. [illegible] Brown)

Dear Sir:

The estimate and sketch covering adjustment of the City of The Dalles water lines in connection with construction on the subject project were submitted December 21, 1962, and approved in your letter of January 9, 1963. The relocation of one hydrant was omitted from these records.

We are submitting two copies each of Mr. Litchfield's letter in explanation of the omission, the City's estimate of cost as provided by our Resident Engineer's office and the sketch showing the relocation.

This is covered in the work being done by the City under contract. Your approval of the additional work and inclusion in the City's estimate are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

RECEIVED
MAR 20 1963

FOR FILING

I-80N-3(27)81

6180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1963

To: Mr. L. H. Young
Office Engineer
BUILDING

ATTENTION: Mr. D. B. Parkes

SUBJECT: Fire Hydrant Adjustment
City of The Dalles
The Dalles Section
Columbia River Highway
Wasco County
Project No. I 80N-3(27)81

We refer to the letter from our Staff Attorney dated October 23, 1962, to the City of The Dalles and your letter to Mr. A. W. Parsons dated December 12, 1962, submitting the City of The Dalles estimate and sketch map to the Bureau of Public Roads for approval.

In addition to the work listed in the contract between the City and its contractor, a fire hydrant northerly of "F" Line Station 2287+80 must be relocated. This was overlooked in the previous notification and is not shown on the plans. There are bid items in the City's contract to cover this work.

Attached you will find three copies of the estimate and sketch map for the adjusting of this hydrant. Please send two copies of this letter, estimate and sketch to the Bureau of Public Roads for their formal approval in the usual manner.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
Attachments

cc: L. F. Shaw
C. H. Maison
D. B. Parkes (2)
F. W. Sugnet

RECEIVED
MAR 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6180

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 18, 1963

Northwest Natural Gas Company
123 N. W. Flanders
Portland 9, Oregon

ATTENTION: Mr. V. W. Harper

Re: Utility Holes
The Dalles Bridge Interchange
Bridge No. 8526
Columbia River Highway
Wasco County
Project No. I 80N-3(27)81

Gentlemen:

Thank you for your letter of March 11, 1963. You wish to be assured that the 10-inch utility holes would be placed in the structure as requested in your letter of November 7, 1962.

We have been advised by the Bridge Division that the 8-inch holes shown on the plans on the west side of the bridge will be enlarged to a 10-inch diameter at the time of construction.

The Resident Bridge Engineer on this project has been notified of this change and it will be incorporated into the structure.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

cc: L. P. Shaw
P. M. Stephenson
I. D. Merchant
Dean Swift
N. D. Krehbiel
F. W. Sugnet

RECEIVED
MAR 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 9 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

[illegible]
6-130

March 18, 1963

Northwest Natural Gas Company
123 N. W. Flanders
Portland 9, Oregon

ATTENTION: Mr. V. W. Harper

Re: Utility Holes
The Dalles Bridge Interchange
Bridge No. 8526
Columbia River Highway
Wasco County
Project No. I 80N-3(27)81

Gentlemen:

Thank you for your letter of March 11, 1963. You wish to be assured that the 10-inch utility holes would be placed in the structure as requested in your letter of November 7, 1962.

We have been advised by the Bridge Division that the 8-inch holes shown on the plans on the west side of the bridge will be enlarged to a 10-inch diameter at the time of constructin.

The Resident Bridge Engineer on this project has been notified of this change and it will be incorporated into the structure.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
P. M. STEPHENSON

TWL:bjh

cc: L. P. Shaw
P. M. Stephenson
I. D. Merchant
Dean Swift
N. D. Krehbiel
F. W. Sugnet

RECEIVED
MAR 1 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 11 1963

FOR FILING

I-80N-3(27)61

6140

March 8, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering excavating 6 feet below plan elevation on The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180, in connection with Federal-Aid Project No. I-80N-3(27)61.

This work is necessary to obtain suitable foundation for the right footing at Bent 4. This will require additional shoring and cribbing to protect the adjacent Columbia River Highway Roadway.

This work was verbally recommended for approval by the BPR Area Engineer and Bridge Engineer on March 1, 1963.

The field was authorized to proceed as of February 19, 1963, as an emergency measure. Your approval of this order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
MAR 5 - 1963
FOR FILING

6180

March 5, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 5, Account No. 230, covering repair to broken city water main on The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180, in connection with Federal-Aid Project No. I-80N-3(27)81.

A break occurred in the 12" water main on Terminal Avenue in The Dalles. The line was in place prior to the start of work by the contractor. About 12' of fill had been placed when the break occurred. The contractor's equipment could not have caused it.

The City made repairs to the line January 29, 1963, as an emergency measure to restore use of the main and has presented a bill to the contractor in the amount of $321.50, which will be reduced by $195.50 by salvage of the valve.

The amount of the order is $126.00 with Federal participation of $113.

Your approval of the order retroactive to include the emergency work, is requested. It has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
FEB 28 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 26, 1963

City of The Dalles
City Hall
The Dalles, Oregon

ATTENTION: Mr. C. Dean Smith

Re: Water Line Adjustments
The Dalles Section
Columbia River Highway
Wasco County
Project: I-80N-3(27)81

Gentlemen:

We have received your letter of February 19, 1963, which enclosed a tabulation of bids for the City's work on this project.

We have reviewed this information and concur in your awarding of the contract to D. R. Montgomery of The Dalles. You were authorized to proceed with this work as of December 21, 1962, by our letter of January 16, 1963.

We understand that this work will not begin until the supplemental budget is approved by the City Counsel on March 4, 1963. Since this work is now causing delay to our contractor, any way in which you can expedite it will be appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

cc: A. W. Parsons
L. P. Shaw
L. H. Young
C. H. Maison
Dean Swift
Vernon Shull
Carl M. Williams
F. W. Sugnet

RECEIVED
FEB 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 19 1963

FOR FILING

[illegible]

6180

February 18, 1963

Roy L. Houck Sons Corp.
1585 - 20th Street N. E.
Salem, Oregon

Miscellaneous Permit No. 846

Gentlemen:

This letter shall constitute a permit to transport construction materials in specified types of equipment at specified axle spacings and weights as hereinafter described over the old Fifteen Mile Creek Bridge lying southerly of the Columbia River Highway, near The Dalles Oregon, and within the limits of Oregon State Highway Department contract, No. I-80N-3(27)81, as shown on the map attached hereto, subject to the following stipulations.

1. The axle load limits shall not exceed and the axle spacing shall not be less than is shown in alternate 1 or 2 of the attached sketch.

2. Vehicles shall be routed over said bridge in an "off center" manner in order to place weight of loads over bridge beams.

3. The bridge shall be inspected by an Oregon State Highway Department Bridge Division representative before and during the hauling operations. If at any time the structure shows signs of being damaged or weakened as the result of said hauling operations, all such operations shall cease immediately when such order is given by the Bridge Division representative.

4. Permittee shall be held responsible and liable for any and all damage that may occur to said bridge as a result of the hauling operations.

Any hauling operations in overweight/overdimension vehicles across said bridge after the date of this letter shall be interpreted as acceptance of all conditions and stipulations set forth herein.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Asst. State Highway Engineer

Attach.

bc: Mr. Lloyd Shaw
Mr. I. D. Merchant
Mr. G. W. Ross
Mr. L. H. Warfield
Mr. Carl Williams
Mr. Vernon Shull
Mr. Norman Krehbiel

RECEIVED
FEB 25 1963

FOR FILING

[illegible]

477 Cottage Street, N. E.
Salem, Oregon

February 15, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

08-35.2-0

Oregon Project I-80N-3(27)81
The Dalles Bypass Section
P. U. D. Power Line Adjustment

Our memorandum of January 21, 1963 approved the agreement for the adjustment of the subject utility with the following qualifications:

1. That the costs for the work done by the P. U. D. with their own forces will be separated from that work done by contract in the final billing by the Utility.

2. That any claim by the P. U. D. contractor based on elimination of the work done by the P. U. D. forces will not be reimbursable.

3. That a revised estimate by the P. U. D. be submitted as soon as practicable.

Mr. Youngs February 8, 1963 letter transmitted the revised estimate by the P. U. D. in satisfaction of (3) above. We are also in receipt of the revised sketch showing the work to be done, the utility engineer's February 1, 1963 letter explaining changes in construction, and the utility engineer's January 29, 1963 letter regarding solicitation and tabulation of bids.

NOTED
LLOYD P. SHAW

RECEIVED
15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
2-25-63

RECEIVED
FEB 8 - 1963

FOR FILING

[illegible]

6180

February 8, 1963

RECEIVED

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

The Dalles Section
Columbia River Highway
Wasco County
Project No. I-80N-3(27)81

Dear Sir:

As requested by your office, we are submitting herewith the following additional data covering adjustment of Northern Wasco County Public Utilities District facilities in connection with construction on the subject project:

1. Two copies of the Utility Engineer's letter in explanation of changes in construction.
2. Two copies of the Utility Engineer's letter regarding solicitation and tabulation of bids and list of plan holders.
3. Two copies of revised estimate showing a saving for the Utility and State.
4. Two copies of the sketch showing revisions, in red.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

RECEIVED
FEB [illegible] 1963

(PRES. BY A.O. 206-1)

UNITED STATES GOVERNMENT

FOR FILING

6118

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: February 7, 1963

FROM : A. [illegible] Parsons, Division Engineer
08-35.4-0 Salem, Oregon

[illegible]

SUBJECT: Oregon Project I-80N-3(27)81
The Dalles Section
Shop Inspection of Structural Steel

The agreement with Herman Adalist & Associates for shop inspection of structural steel on the subject project is approved effective January 21, 1963 in accordance with the request in Mr. Merchant's January 22, 1963 letter.

NOTED
P. M. STEPHENSON

RECEIVED
FEB 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 11 1963

FOR FILING

FORM E-30X—50M—10-62 46921

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6, 1963

SUBJECT: The Dalles Section
Columbia River Highway
Contract No. 6180

To: Mr. Dean Swift
Division Engineer
State Highway Department
P. O. Box 1249
Bend, Oregon

Roy Houck, Jr. and Jim Houck were in the Construction Office February 5, P.M. for the purpose of getting permission to use the old 15-mile bridge as a haul structure until such time as they could rebuild their crossing of this stream. In the presence of Mr. Morgan, Construction Engineer, Mr. Merchant, Bridge Engineer, and G. L. Decker, the following two alternates were agreed upon with the Houcks, which would permit and govern their haul across this structure:

Alternate 1: This pertains to regular aggregate hauling vehicles, with axle spacing and load as shown on accompanying rough sketch as Alternate 1.

Alternate 2: This pertains to hauling equipment now on the project with axle spacing and load as shown on accompanying rough sketch as Alternate 2.

The following points were discussed and agreed upon:

1. Contractor would route vehicles over bridge in an "off center" manner in order to place weight of load over bridge beams as nearly as possible.

2. Bridge to be inspected before and during haul by representative of Bridge Department, Mr. Krehbiel, or others. At any sign of damage to the structure all hauling to cease.

3. Contractor to be responsible and liable for any damage to the bridge.

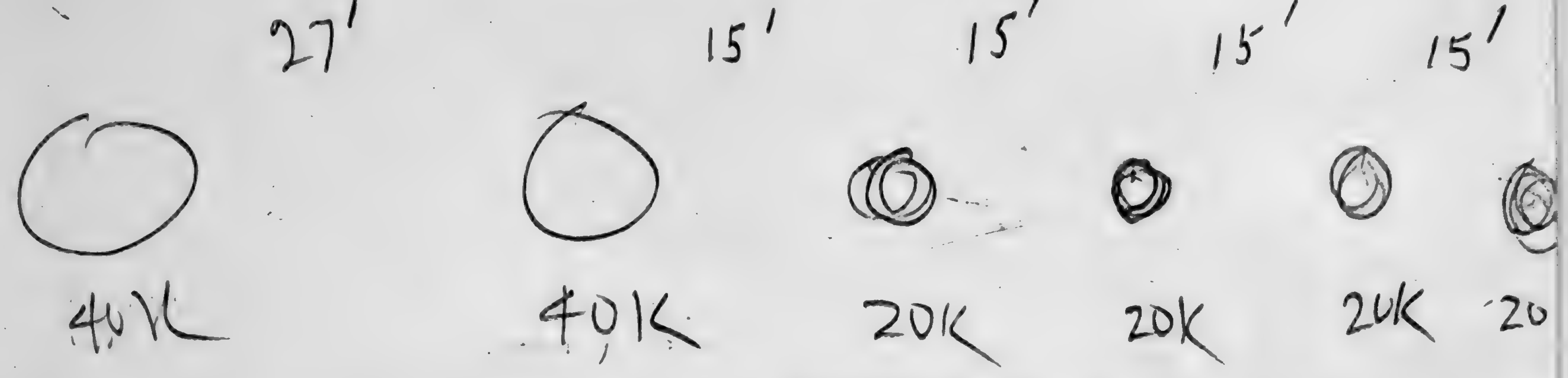
F. D. Morgan
Construction Engineer
By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh
cc: Lloyd P. Shaw
I. D. Merchant
Vernon Shull
Norman Krehbiel
Roy L. Houck Sons'

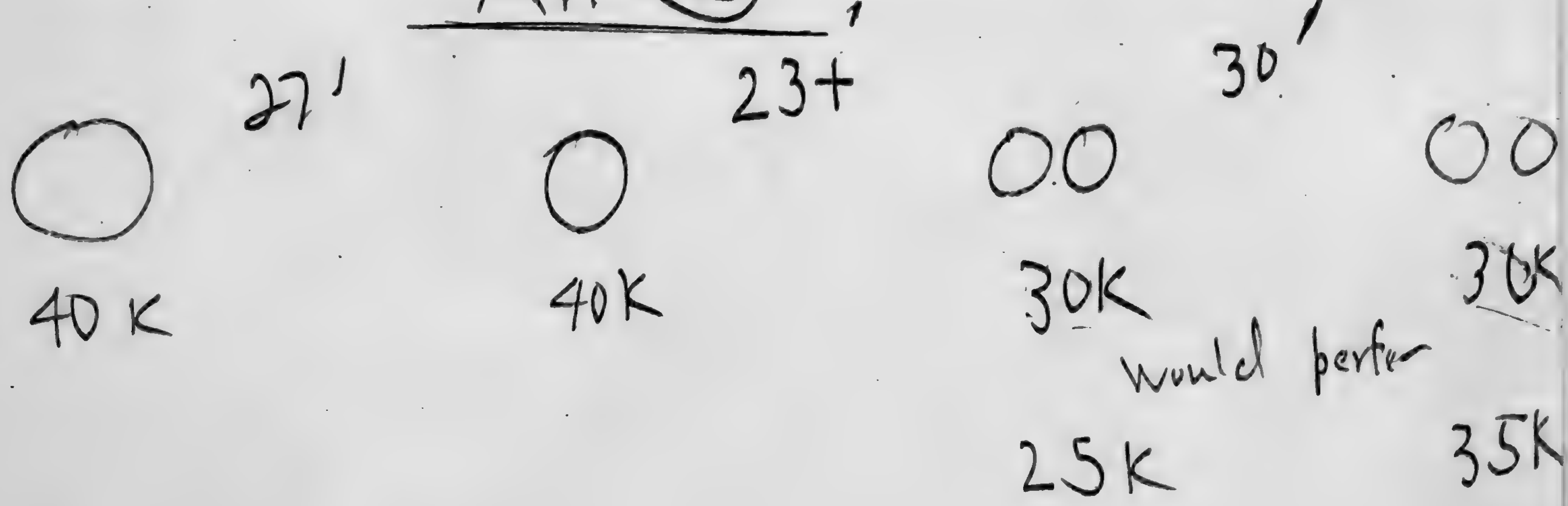
NOTED
LLOYD P. SHAW

Alt ①

min spacings.



Alt ②



RECEIVED
FEB 7 - 1963

FOR FILING

[illegible]

6180

February 5, 1963

[illegible]

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage Street
Salem, Oregon

Dear Sir:

Re: The Dalles Section
Oregon Project No. I-80N-3 (27) 81
E. The Dalles UPRR Overcrossing
Oregon Project No. I-80N-3 (30) 84

We accepted the tonnage quotation of Herman Adalist & Associates on both of the above jobs. This information was indicated to Adalist on the Field Purchase Order which accompanied our letter of authorization of January 22, 1963.

Veru truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Mr. C. H. Maison
Mr. L. H. Young
Mr. Ivan Merchant

IM:mm:er

FORM CD-121
(9-[illegible]59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 31, 1963

T. Dec

FROM : T. Dec, Assistant Division Engineer
08-35.2-O Salem, Oregon

SUBJECT: Oregon Project I-80N-3(27)81
The Dalles Section
Shop Inspection of Structural Steel

Mr. Merchant's January 22, 1963, letter requested approval of the agreement with Herman Adalist and Associates for shop inspection of structural steel on the subject project. Attached to his letter was the quotation from Herman Adalist. Please advise how the fee for the inspection is to be determined inasmuch as Mr. Adalist quotes a fee both on a time and tonnage basis.

RECEIVED
FEB 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

RECEIVED
FEB 7 - 1963
FOR FILING

ENGINEERS

1501 BARGEWAY ROAD
P. O. BOX 377
THE DALLES, OREGON
503 CY 6-3804

February 1, 1963

Mr. T. N. Litchfield
State Highway Department
Salem, Oregon

Dear Mr. Litchfield:

Enclosed is a conformed copy of the construction contract between the Northern Wasco County P. U. D. and the Lebanon Electric Company for relocation of the P. U. D. facilities in the vicinity of The Dalles bypass, based upon the low bid of the Lebanon Electric Company received at the bid opening held January 28, 1963. With this is enclosed a list of the contractors who drew plans and specifications, and my letter of recommendation to the Board, which lists the bids received, and the recommendation that the low bid be accepted.

This letter will also confirm our discussion of January 29 in my office, at which time we discussed the minor changes in plan which we proposed after doing the field staking of the line. We have made a tabulation of the additions and decreases in contract items, which shows a net decrease in the contract of $70.12. Amongst other items, this removes from the contract those units which the P. U. D. removed under emergency request approximately 10 days ago. A map showing proposed changes in red is also included.

In our discussion with Mr. Dean McKean, owner of Lebanon Electric, he indicated that he anticipated moving crews onto the job on February 4th, and that he would be available for a preconstruction conference on that date or on the following day, which we will arrange with Mr. Spivey and with a representative of Roy Houck & Sons.

Very truly yours,

ROBERT WELTY ENGINEERS

Robert Welty

RW:klm

NOTED
LLOYD P. SHAW

Enclosures - (As stated above)

cc: Northern Wasco County P. U. D.
Mr. Roy Spivey

RECEIVED
FEB 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
FEB 1963
NOTED

P. O. BOX 377

PHONE CYPRESS 6-3804

ROBERT WELTY
CONSULTING ENGINEER
1501 BARGEWAY ROAD
THE DALLES, OREGON

January 29, 1963

Board of Directors
Northern Wasco County P. U. D.
105 East 4th St.
The Dalles, Oregon

Highway Bypass Bids

Dear Sirs:

This will confirm my statements and recommendations to you, made verbally at your bid opening held January 28, 1963.

1. Formal notice to bidders was published in The Dalles Chronicle on January 14, 1963, in excess of 10 days before the opening of bids.
2. Over 160 contractors, suppliers, and construction publications were notified of the proposed construction project and bid opening date.
3. A total of 22 sets of specifications were prepared and issued, of which 15 went to electrical construction companies.
4. A total of 7 contractors submitted prequalifications in compliance with Chapter 279-ORS.
5. A total of 5 bids were received, and publicly read. After correction of mathematical errors, these were tabulated as follows:

1.	Lebanon Electric Company, Lebanon, Oregon	$14,300.63
2.	Witzig Construction Company, Corvallis, Oregon	$19,660.00
3.	Sierra Electric Company, Tigard, Oregon	$22,844.05
4.	McIntyre Electric Company, Portland, Oregon	$26,976.50
5.	Olson Electric Company, Vancouver, Washington	$27,798.06

6. Engineer's estimate for this work, as submitted to the Oregon State Highway Department for approval prior to authorization to proceed with this relocation work, was $16,020.52.
7. Based upon an acceptable low bid from a qualified contractor, it is my recommendation to the Board of Directors that they accept the low bid of the Lebanon Electric Company in the amount of $14,300.63, and that the Oregon State Highway Department be notified accordingly.

Very truly yours,

ROBERT WELTY ENGINEERS

Robert Welty

RW:klm

[illegible]

LIST OF PLANHOLDERS

NORTHERN WASCO COUNTY P. U. D.

Bid Opening: January [illegible], 1959 - [illegible] P. M. [illegible] Standard Time - At Northern Wasco County P. U. D., [illegible] East [illegible] St., The Dalles, Oregon

1. Ted Marx Construction Company, [illegible] N. E. [illegible] Ave., Portland 20, Oregon

2. Nichols Construction Company, P. O. Box [illegible], [illegible], Washington

3. Power City Electric Co., East 102 Trent, Spokane 2, Washington

4. Lebanon Electric, 36 East Sherman, [illegible], Oregon

5. Wilson Construction Company, 14714 N. E. Hancock St., Portland 20, Oregon

6. Olson Electric, P. O. Box 590, Vancouver, Washington

7. Kaine-Crabtree Electric Company, E. [illegible] Riverside, P. O. Box 4143 Station B, Spokane 31, Washington

8. Witzig Construction Company, Box [illegible], Corvallis, Oregon

9. Sierra Electric Co., Inc., 900 S. W. Commercial St., Tigard 3, Oregon

10. Tyee Construction Company, P.O. Box F, 11605 N. E. 116th St., Kirkland, Washington

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

12. Carlson Construction Company, Box 716, Salem, Oregon

13. McIntyre Construction Company, 10005 N. Burgard, Portland, Oregon

14. James W. Adams, Licensed Electrician, Route 1, Box 191, Selah, Washington

15. Fellstrom Electric Co., 2211 9th Avenue, Seattle 1, Washington

1/31/63

NORTHERN WASCO COUNTY P. U. D.

TABULATION OF STRUCTURE CHANGES
The Dalles Dam Line

Pole No.	Subtractions	Cost	Additions	Cost
22 R-1	40-4 Pole	101.10	45-4 Pole	115.15
25 A	C9-2 Top	4.25	C8-1 Top	118.75
26	C9-3 Top	32.20	C8-1 Top	118.75
33	D7 Top	[illegible]	- - - -	- - - -
	E1-2 Guy	16.50	- - - -	- - - -
	F5-1 Anchor	32.50	- - - -	- - - -
33 L-1	45-4 Pole	115.15	- - - -	- - - -
	2-D-7 Top	100.40	- - - -	- - - -
	E1-2 Guy	16.50	- - - -	- - - -
	F1-2 Anchor	32.50	- - - -	- - - -
33 L-2	45-4 Pole	115.15	- - - -	- - - -
	B9-1 Top	18.00	- - - -	- - - -
36	- - - -	- - - -	B9 Top	36.00
36 L-1	- - - -	- - - -	65-3 Pole	179.35
	- - - -	- - - -	B9 Top	36.00
37	55-3 Pole	147.65	60-3 Pole	163.15
38	C9-3 Top	32.20	C8-1 Top	118.75
63	- - - -	- - - -	55-3 Pole	147.65
64	- - - -	- - - -	65-3 Pole	179.35
	- - - -	- - - -	E3-3 Guy	25.10
	- - - -	- - - -	F3-3 Anchor	31.40
65	65-3 Pole	179.35	- - - -	- - - -
	C8-1 Top	118.75	- - - -	- - - -
	E3-3 Guy	25.10	- - - -	- - - -
	F3-3 Anchor	31.40	- - - -	- - - -
69	50-3 Pole	134.00	- - - -	- - - -
	C9-3 Top	32.20	- - - -	- - - -
64 R-1	45-4 Pole	115.15	70-3 Pole	212.30
	C8-1 Top	118.75	C9-3 Top	32.20
	E1-2 Guy	16.50	- - - -	- - - -
	F1-2 Anchor	32.50	- - - -	- - - -
64 R-2	60-4 Pole	155.00	75-3 Pole	217.20
	# 3/0 ACSR .064 Units	6.01	- - - -	- - - -
	# 4 ACSR .408 Units	22.41	- - - -	- - - -
		$1,862.22		$1,731.10
		- $1,731.10		
	NET DIFFERENCE	$131.12		

1/31/63

NORTHERN WASCO COUNTY P. U. D.

TABULATION OF STRUCTURE CHANGES

IN REMOVAL SECTION

Pole No.	Subtractions	Cost	Additions	Cost
22 R1	40-4 Pole	20.00	45-4 Pole	25.00
63	- - - -	- - - -	45-3 Pole	25.00
	- - - -	- - - -	C9-3 Top	6.00
64	- - - -	- - - -	45-3 Pole	25.00
		$20.00		$81.00
				- 20.00
		NET DIFFERENCE		$61.00

NET CONSTRUCTION DIFFERENCE	$131.12
NET REMOVAL DIFFERENCE	- 61.00
NET DIFFERENCE IN FAVOR OF P. U. D.	$ 70.12

NOTED
LLOYD P. SHAW

RECEIVED
FEB 1 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-80N-3(27)81
6180

January 28, 1963

Northern Wasco County Peoples Utility District
105 East 4th Street
The Dalles, Oregon

ATTENTION: Mr. Eric A. Johnson

Re: Power Line Adjustment
The Dalles Section
? —— Pacific Highway - Wasco County
Project No. I-80N-3(27)81

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project have been reviewed by the State and the Bureau of Public Roads. You are hereby authorized to award a contract for and to proceed with the adjustment of your facilities as of January 28, 1963.

You were authorized on January 21, 1963, to proceed immediately with the removal of the power line crossing the proposed centerline near Station 233~~0~~5, span 37 to 37-L1, and related work made necessary by this removal. It is understood that this work has now been completed by your own forces.

You were authorized on an emergency basis on December 13, 1962, to proceed with the relocation of the pole line conflicting with the construction of the extension of Bargeway Road. This work was to include that between Stations 2300 and 2315. It is understood that this work has not been done at this time and that it will be done by your contractor as originally planned.

We are approving your estimate and sketch map as submitted with the following qualifications:

(1) The cost for work performed by your own forces will be separated from that performed by your contractor in the final billing to the State.

NOTED
LLOYD P. SHAW

(2) That any claim made by your contractor based on the elimination of work from the contract which was performed by your own forces will not be reimbursable.

(3) That an estimate reflecting the work performed by your forces will be submitted as soon as possible.

Prior to beginning work you are requested to contact Mr. Carl M. Williams, District Maintenance Superintendent for District 4A, P. O. Box 420, The Dalles, Phone CY. 6-2215, in regard toobtaining a permit crossing or relocating on State highway right of way.

Reimbursement for work performed subsequent to January 21, 1963, will be made subject to the provisions of PPM 30-4, and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

cc: A. W. Parsons
Lloyd Shaw
L. H. Young
C. H. Maison
Dean Swift
Vernon Shull
Carl M. Williams
F. W. Sugnet

RECEIVED
JAN 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 25 1963

FOR FILING

I-80N-3(27)81

150

477 Cottage Street N.E.
Salem, Oregon

January 21, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-3(27)81
The Dalles Bypass Section
P.U.D. Power Line Adjustment

Mr. Litchfield's letter dated December 12 requested our approval of an agreement between the State and The Northern Wasco County People's Utility District covering the readjustment of their facilities within the construction limits of the subject project. It was proposed that this work be done by contract.

On December 13 Mr. L. R. Backlund of this office gave emergency approval for the Utility to move part of the lines, covered in the agreement, with their own forces. This was necessary as this work was holding up the contractor doing the roadway work. Mr. Litchfield phoned to Mr. Brooks of this office on January 21 requesting emergency approval of additional work. This was granted. The Public Utility District is going to open bids on January 28 for the work covered by this agreement, and they are required to have the approved agreement before the contract can be awarded.

Therefore we are approving the agreement as requested with the following qualifications:

1. That the costs for the work done by the P.U.D. with their own forces will be separated from that work done by contract in the final billing by the Utility.

2. That any claim by the PUD contractor based on elimination of the work done by the P.U.D. forces will not be reimbursable.

3. That a revised estimate by the P.U.D. be submitted as soon as practicable.

(more)

NOTED
LLOYD P. SHAW

original To Young
copy To Morgan
1-25-63

Work to be accomplished by the P.U.D. forces that has been previously approved is as follows:

1. Relocation of the pole line in the way of construction of the extension of Barge-Way road. It is possible that this will include the relocation from sta. 2300 to 2315.

2. The removal of the line crossing to the Port of The Dalles dock in the vicinity of Station 2335. This may include related work as far as Sta. 2337.

RECEIVED
JAN 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 17 1963
FOR FILING

.CNM

LRW CON TDL 68 1-16-63 213PM

LLOYD SHAW
EARL SALING
FRANK MORGAN

RE THE DALLES SECTION: UPRR PROPERTY FILE NO. 30557:

I RECEIVED VERBAL AUTHORITY TO TAKE POSSESSION OF PARCELS 11 AND 12 FROM RR INSPECTOR.

VERNON SHULL

AF
)4.1,.

NOTED
LLOYD P. SHAW

RECEIVED
JAN 25 1963

FOR FILING

[illegible]

G. H. BAKER
SUPERINTENDENT 6180
OREGON DIVISION

Shaw

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

JANUARY 15, 1963

(File Ref. D 315 - 2 - 93)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Sir:

Kindly refer to your R/W File 30557 and in particular to your letter of November 27 concerning Railroad property occupied by J. S. Davis and L. F. Wilson at The Dalles, Oregon.

To clear this property for highway construction, we have arranged for new agricultural and residential site leases with Messrs. Davis and Wilson. The new lease with Mr. Davis excludes Parcel No. 12 over which an easement is provided to the State in the Railroad-State agreement dated November 1, 1962, to permit construction of connecting road between the highway interchange at north end of Brewery Grade overcrossing and the Railroad's Tie Plant road. A copy of our Division print dated December 5, 1962 indicating the lease now held by Mr. Davis, is attached for your information. We are also attaching copy of our Division print dated December 12, 1962 illustrating the lease presently held by Mr. L. F. Wilson. You will observe that this lease takes in portions of Parcel No. 13 over which the State has a temporary easement under the aforementioned agreement to relocate the tie plant road account construction of Brewery Brade overcrossing. However, this lease with Mr. Wilson has been made subject to the State's superior rights in Parcel No. 13.

We believe that these revised leases will accommodate the highway construction in this area. If there are any further difficulties, please advise.

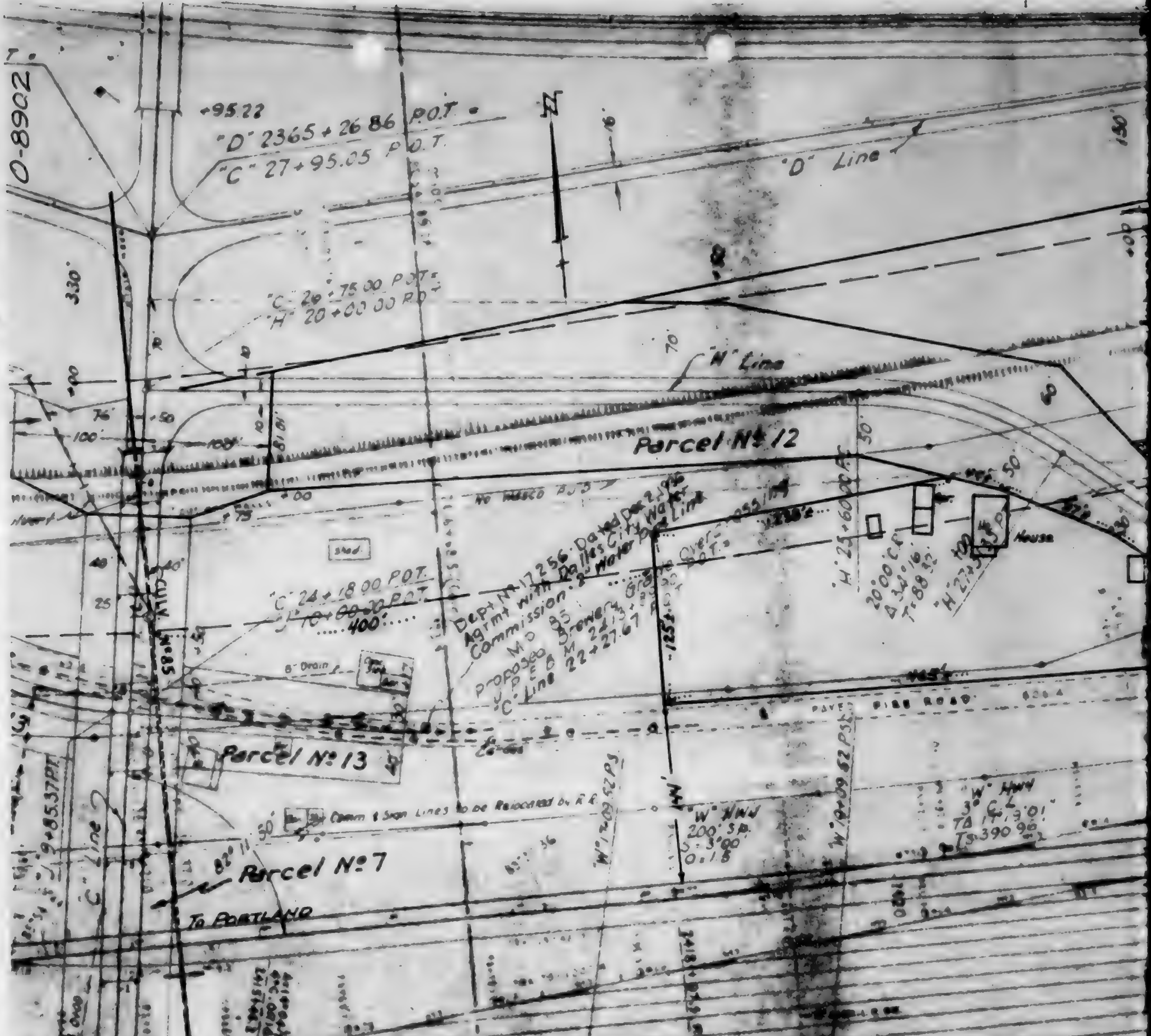
Yours very truly,

encs.

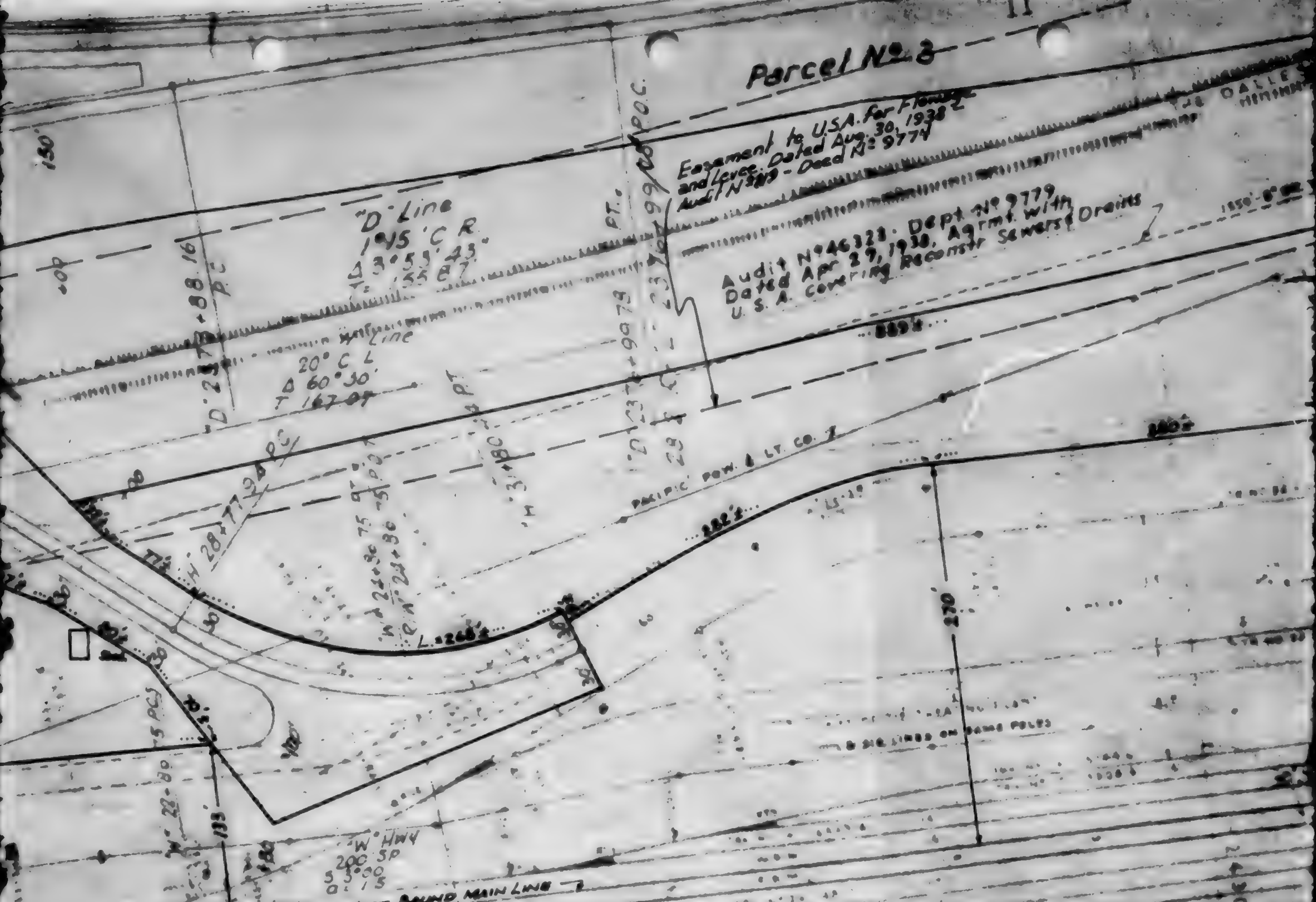
RECEIVED
JAN 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

Copy To Morgan
1-24-63



0-8902
+95.22
"D" 2365+26.86 P.O.T.
"C" 27+95.05 P.O.T.
"D" Line
"C" 26+75.00 P.O.T.=
"H" 20+00.00 P.O.T.
330'
150'
"W" Line
Parcel Nº 12
"C" 24+18.00 P.O.T.
400'
Dept Nº 17256 Dated Dec 2 1926
Agrmt with Dalles City Water Commission 8" Water Pipe Line
Proposed Brewery Grade Crossing
"C" Line 22+27.67
"H" 25+60
20°00' C.R.
T. 88.32
"H" 27+35 P.
House
Shed
8" Drain
PAVED FIR ROAD
Parcel Nº 13
Parcel Nº 7
To PORTLAND
"C" Line
9+85.37 P.T.
"W" HWY
200' S.P.
"W" 17+09.52 P.S.
"W" 19+09.52 P.S.
3° C.L.
T.S. 390.96
Comm & Sign Lines to be Relocated by R.R.
Trainmen's Liv. Quarters to be removed by R.R.
Parcel Nº 6
Parcel Nº 8
Parcel Nº 5
"W" Line (Future)
Extend & Connect Pipe to R.R. Drain Line
LOC. ORM. M.L.



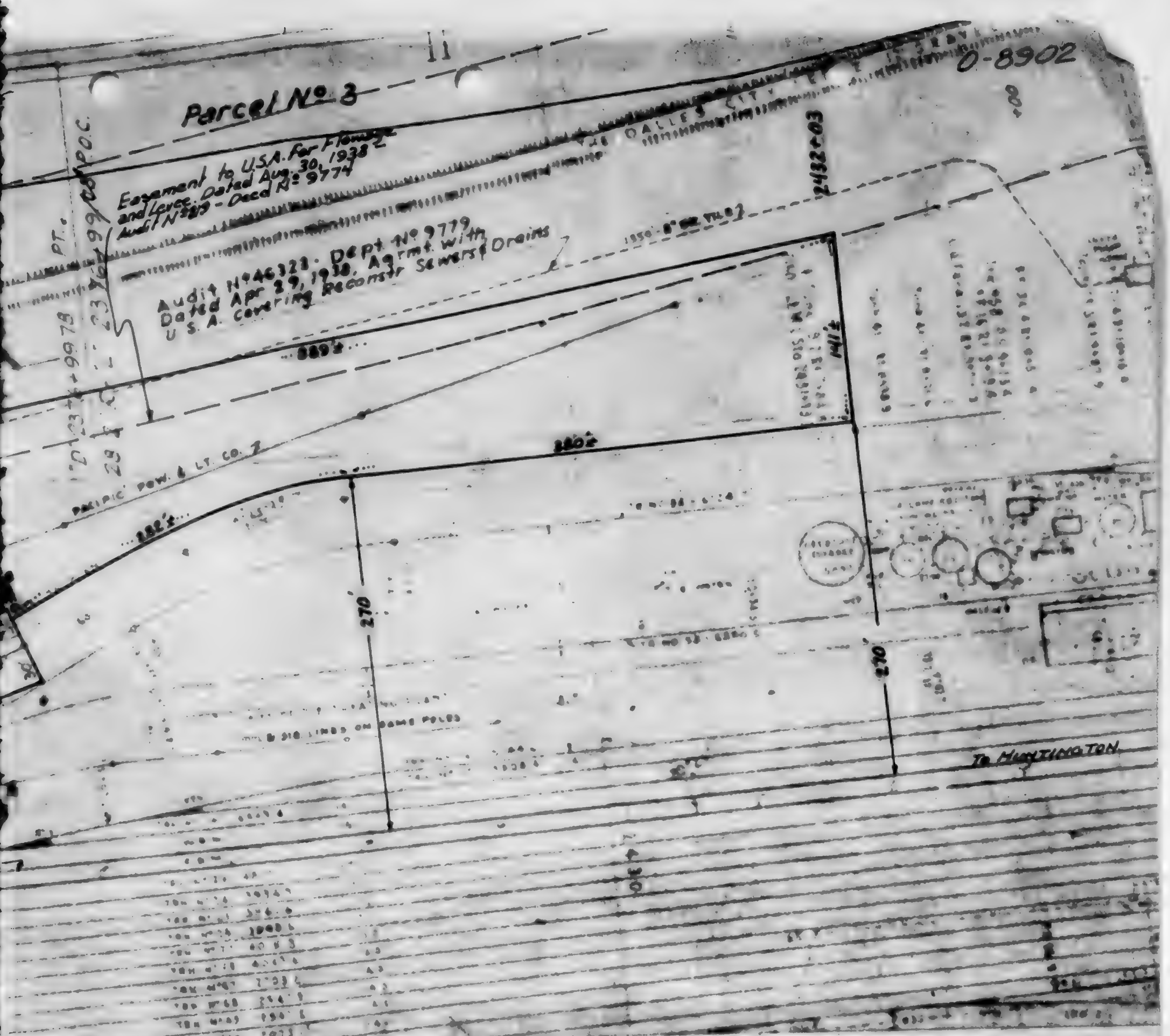
OREGON-WASHING
UNION PACI

THE D

To accompany
covering resi

Lease area sh

DIVN. ENGR. O
SCALE 1" = 1


0-8902
Parcel No 3
Easement to U.S.A. For Flowage and Levee. Dated Aug. 30, 1938 Audit No 589 - Decd No 9774
Audit No 46323. Dept No 9779 Dated Apr 29, 1938. Agrmt. with U.S.A. covering Reconstr Sewers & Drains
THE DALLES CITY
2432+03
889'±
880'±
182'±
PACIFIC POW. & LT. CO.
270
270
141'±
To Huntington
P.O.C.
PT.

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.
UNION PACIFIC RAILROAD CO. (LESSEE)

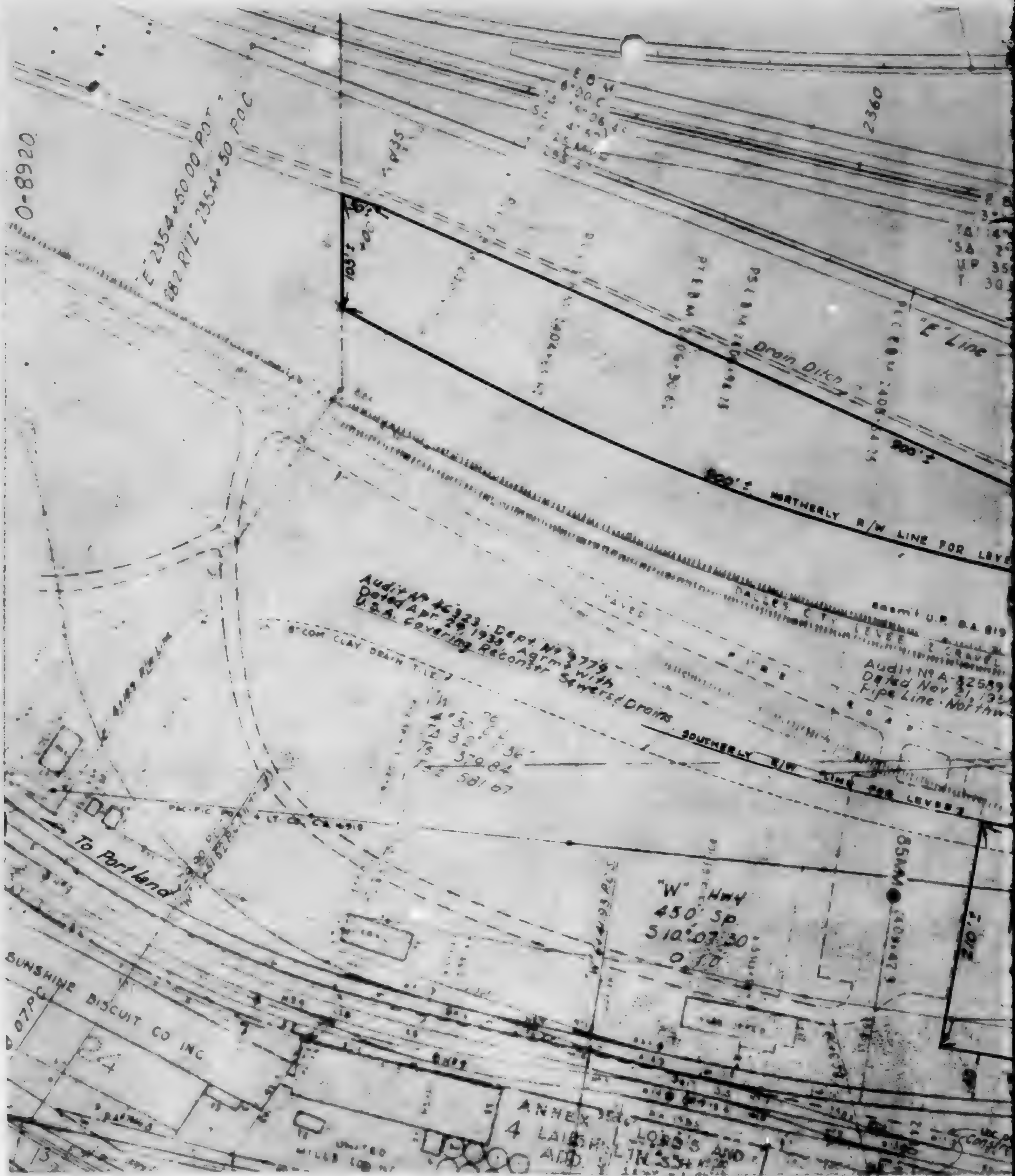
THE DALLES, OREGON

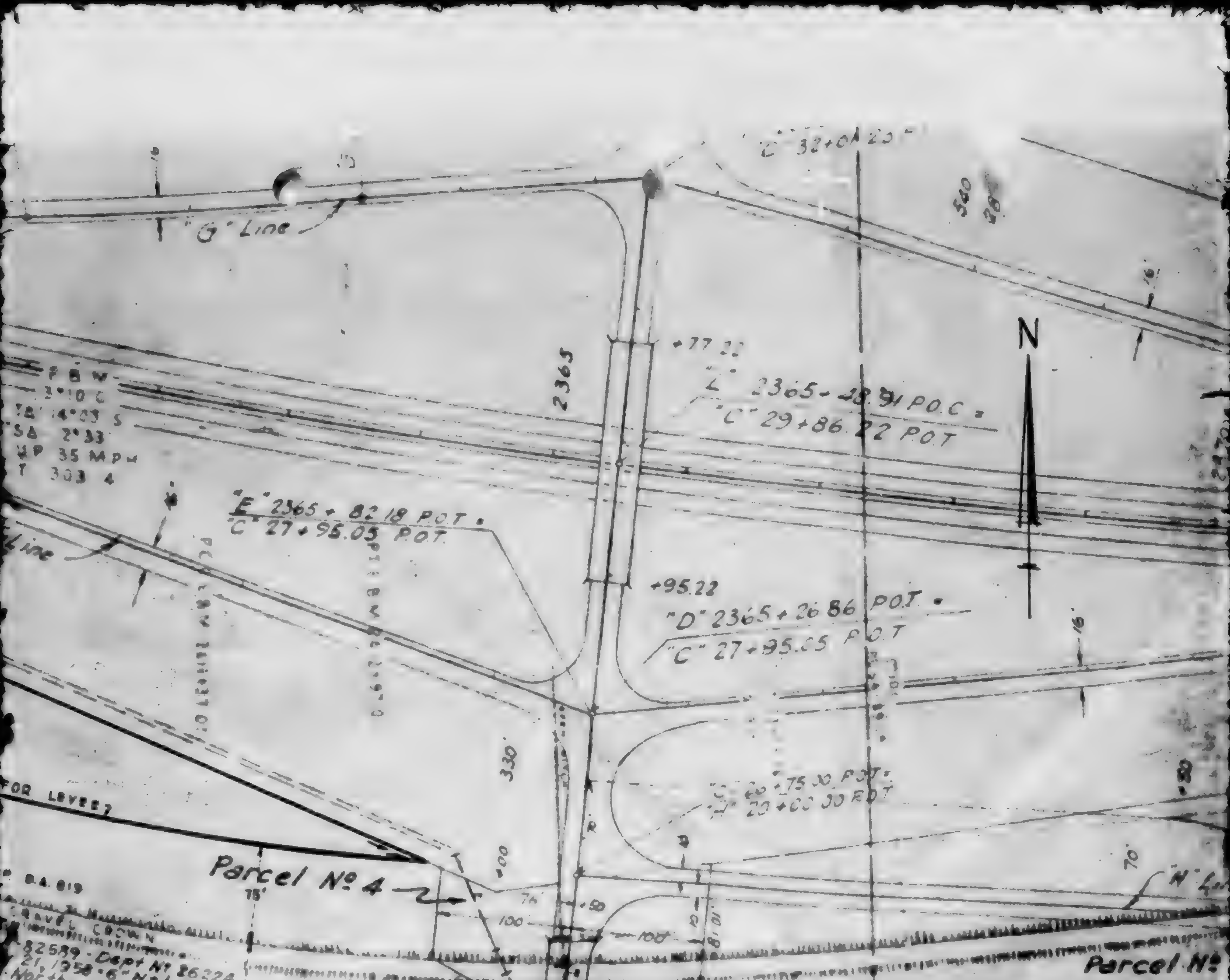
To accompany lease agreement with J. S. Davis covering residence and agricultural sites.

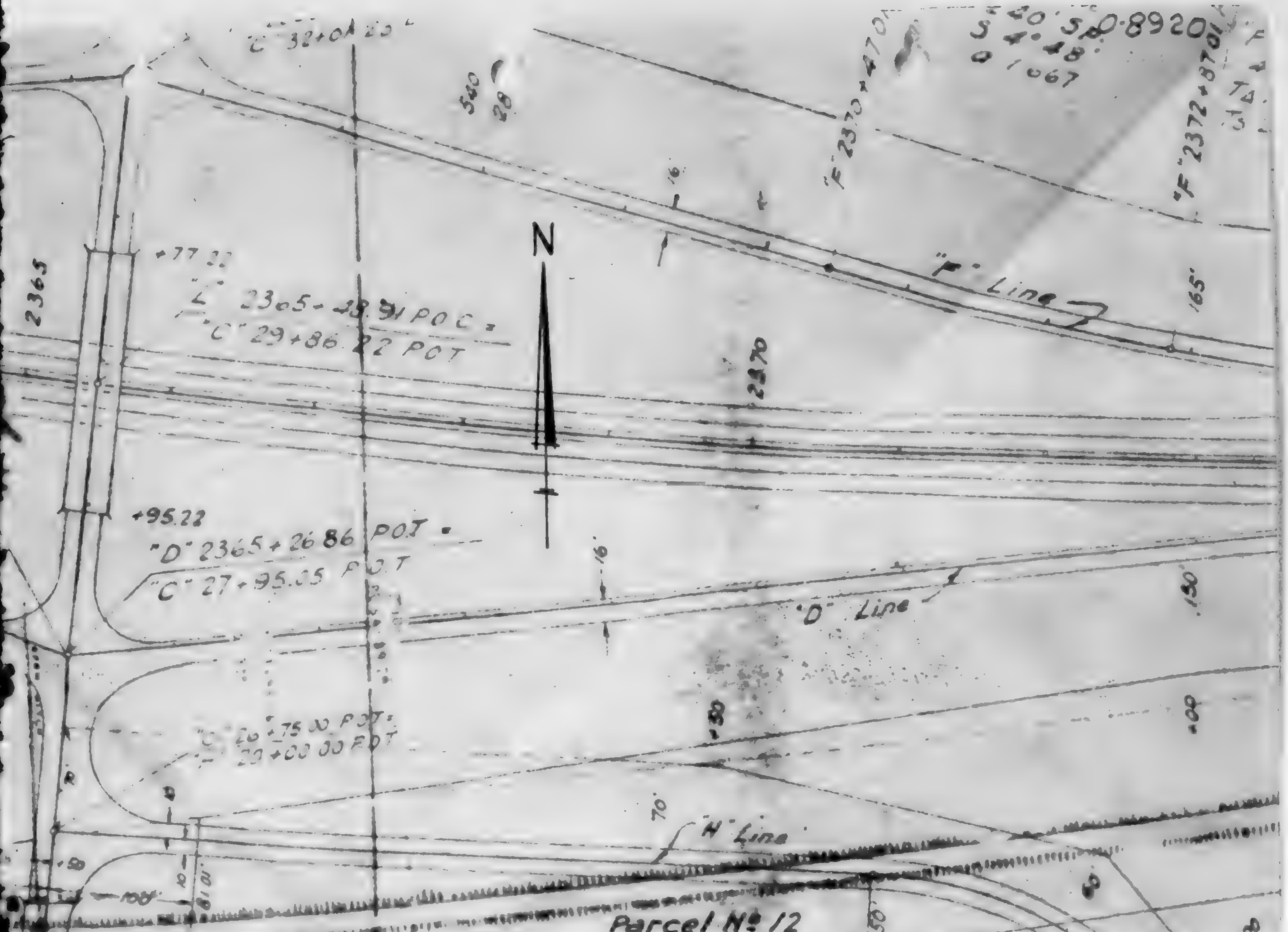
* LEGEND *
Lease area shown outlined------------------RED

DIVN. ENGR. OFF.
SCALE 1" = 100'

ALBINA, OREGON
Dec. 5, 1962


0-8920
"E" 2354+50.00 P.O.T.
882 R/L" 2354+50 P.O.C.
2360
"E" Line
Drain Ditch
103'±
900'±
900'±
NORTHERLY R/W LINE FOR LEVEE
DALLES CITY LEVEE
PAVED
Audit No 46323. Dept No 9779 Dated Apr 29 1939 Agrmt with U.S.A. Covering Reconstr Sewers & Drains
8" COM CLAY DRAIN TILE
Audit No A-32589 Dated Nov 21, 19
Pipe Line Northw
SOUTHERLY R/W LINE FOR LEVEE
To Portland
"W" HWY
450' SP
S 10° 07' 30"
0 1.0
210'±
SUNSHINE BISCUIT CO INC
ANNEX
4
LAUGHLIN
LORD'S ADD
UNITED MILLS CO INC


"C" 32+04.25 P
"G" Line
N
2365
+77.22
"L" 2365+28.91 P.O.C =
"C" 29+86.22 P.O.T
"E" 2365+82.18 P.O.T =
"C" 27+95.05 P.O.T.
+95.22
"D" 2365+26.86 P.O.T. =
"C" 27+95.05 P.O.T
P S W
3°10' C
TS 14°03' S
SA 2°33'
HP 35 MPH
T 303.4
330
FOR LEVEE
Parcel Nº 4
"C" 26+75.30 P.O.T =
"H" 20+00.00 P.O.T
"H" Line
70'
GRAVEL CROWN
82589 - Dept Nº 26224
21, 1956 - 6" Nat. Gas
Northwest Nat. Gas Co.
Reconstruct 36" Culvert
Parcel Nº
"J" Line
Shed
"C" 24+18.00 P.O.T.
Dept Nº 17256 Dated Dec 2, 1946
Agmt with Dalles City Water Commission - 6" Water Pipe Line
M.P. 85.1
Proposed Brewery Grade Overcross
U.P. E.B. Nº 2415
"C" Line 22+27.67 P.O.T
Parcel Nº 13
Parcel Nº 13
"J" 7+25.46 P.C.
"J" 8+15.46 P.T.
"J" 8+95.37 P.C.
"J" 9+95.37 P.T.
"C" Line
Comm. & Sign. Lines to be Relocated by R.R.
Parcel Nº 7
To Huntington
Construct Service Road
To be moved by R.R.
210'
215'
165'
150'
125'
375'
400'
460'
270'
100'
"W" NW
200' SR
0.18


N
"C" 32+04.23
"F" Line
"F" 2370+47
"F" 2372+87
"L" 2365+28.91 P.O.C. = "C" 29+86.22 P.O.T.
+77.22
2365
2370
+95.22
"D" 2365+26.86 P.O.T. = "C" 27+95.05 P.O.T.
"D" Line
"C" 26+75.00 P.O.T. = 23+00.00 P.O.T.
"H" Line
Parcel Nº 12
"C" 24+18.00 P.O.T.
400'
375'
110'
Dept Nº 17256 Dated Dec 7, 1956 Agrmt with Dalles City Water Commission
M.P. 85.1
Proposed "D" Line "C" Line 22+27.67
Shed
Parcel Nº 13
460'
270'
Comm & Sign Lines to be Relocated by R.R.
Parcel Nº 7
To Huntington
"H" 22+60.00 P.C.

OREGON-WASH. RAILROAD & NAVIG. CO.
UNION PACIFIC RAILROAD CO. (LESSEE)

The Dalles, Oregon

Lease to L. F. WILSON for Residence and Agricultural Site.

Office of Divn. Engr. Scale 1"=100'
Albina, Oregon Dec. 12, 1962

* Legend *

Lease Areas outlined shown...... Red
Temporary Easements with State of Oregon for Construction of Roads sh'n. Tinted Pink

RECEIVED
JAN 17 1963

FOR FILING

COMMISSIONERS
GLEN [illegible] N
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 15, 1963

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Re: Power Line Adjustments
The Dalles Section
Columbia River Highway
Wasco County
Project No. I-80N-3(27)81

ATTENTION: Mr. R. H. Sallee

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project have been approved by the State and the Bureau of Public Roads.

You are hereby authorized to proceed with the work as of December 21, 1962. Prior to beginning the work you are requested to do the following:

(1) Contact Mr. Carl M. Williams, District Maintenance Superintendent for District 4-A, P. O. Box 420, The Dalles, Oregon, Phone CY. 6-2215, in regard to obtaining a permit for crossing or relocating on State highway right of way.

(2) Contact Mr. Vernon Shull, Resident Engineer for this project, at the above address and phone number, at least three (3) days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performdd subsequent to December 21, 1962, will be made subject to the provisions of PPM 30-4 and all supplements thereto. You are also authorized to use the contract method to perform a portion of the work as requested in your letter dated January 4, 1963.

Very truly yours,

F. D. Morgan
Construction Engineer
By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
cc: General Files
L. H. Young
C. H. Maison
A. W. Parsons
Dean Swift
Vernon Shull
Carl M. Williams

RECEIVED
FORM E-123X 50M 8-62
JAN 17 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 16, 1963

6180

City of The Dalles
City Hall
The Dalles, Oregon

Re: Water Line Adjustments
The Dalles Section
Columbia River Highway
Wasco County
Project No. I-80N-3(27)81

ATTENTION: Mr. C. Dean Smith

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project have been approved by the State and the Bureau of Public Roads.

You are hereby authorized to proceed with the work as of December 21, 1962. Prior to beginning the work you are requested to do the following:

(1) Contact Mr. Carl M. Williams, District Maintenance Superintendent for District 4-A, P. O. Box 420, The Dalles, Oregon, Phone CY. 6-2215, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

(2) Contact Mr. Vernon Shull, Resident Engineer for this project, at the above address and phone number, at least three (3) days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to December 21, 1962, will be made subject to the provisions of PPM 30-4 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
cc: General Files
L. H. Young
C. H. Maison
A. W. Parsons
Dean Swift
Vernon Shull
Carl M. Williams

RECEIVED
JAN 14 1963

FOR FILING
[illegible]
6180

January 11, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering removal of culvert pipe and water line on The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180, in connection with Federal-Aid Project No. I-80N-3(27)81.

It is necessary to remove a 36-inch culvert and a 2-inch water line from The Dalles Levee as requested by the Corp of Engineers. The excavated areas to be backfilled to conform with the levee as to cross-section and density. Supply impervious fill material as required.

This work was verbally recommended for approval by the BPR Area Engineer January 8, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
JAN 10 1953
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

PAVING REVISED **PAVING REVISED**

6186

Section THE DALLES Highway COLUMBIA RIVER County WASCO File 33-147

Res. Engr. Overall Length of Project 5.61 Miles. W. Sta. 2253+99.60 to Sta. End of Project 2477+30 Contract Project 2533+50 Date 10-25-6

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY

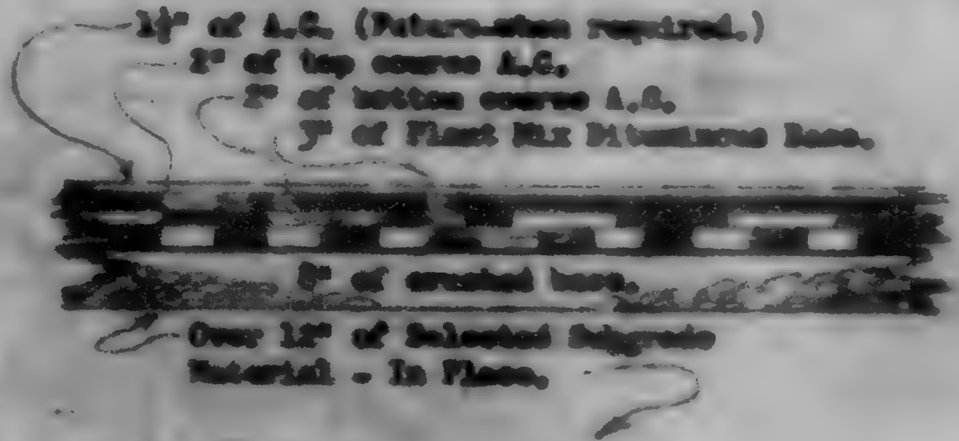
MAIN ROADWAY, SPEED CHANGE LANES, ONE WAY RAMPS, ETC.

Required Base & Surf.		Designed Base & Surf.	
Crushed	Not Crushed		
SEE SECTION			

Representative Test of S.S.M. (In Place)

19 LL
0 PI
17% pass 200
46% gravel
9% coarse sand
28% fine sand
13% silt
4% clay

AASHO Classification-A-1-b(0)


1½" of A.C. (Future-when required.)
2" of top course A.C.
2" of bottom course A.C.
3" of Plant Mix Bituminous Base.
8" of crushed base.
Over 12" of Selected Subgrade Material - In Place.

Note:
Revised Project Base Design submitted to show treated base section in lieu of untreated. No change in the overall surfacing thickness design.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.

Suitable material source to be determined by the Engineer.
PAVING TYPE selected as local available materials are adaptable to A.C. construction.

Submitted By:

NOTED
LLOYD P. SHAW

The DALLES

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

Traffic Classification: VH Present ADT 4,000 1980 ADT 8,800 % Heavy Vehicles 20
(NOTE: Increase classification one step for heavy logging use)

Soils Characteristics: See design chart attached

Weather. Frost Penetration 16" - 18" Annual Rainfall ______

Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
Remarks: ______

Cost Comparisons: Not a Factor

Secondary Factors Governing Selection

Adjacent Existing Pavements: Asphaltic Concrete

Stage Construction: No Problem

Depressed, Surface, or Elevated Design: Surface

Conservation of Aggregates: No problem

Stimulation of Competition: Not Appropriate

Construction Consideration: No Problem

Municipal Preference, Participating Local Government Preference and Recognition of Local Industry: Not Considered

Traffic Safety: Not Considered

Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: Local materials better suited to Asphaltic Concrete

CONCLUSION AND REMARKS:

Due to items 4, 6 and 14, asphaltic concrete was selected.

RECEIVED
JAN 14 1963
FOR FILING

I-80N-3(27)81

6166

477 Cottage Street N.E.
Salem, Oregon

January 9, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway
Adjustment of City-owned Facilities

Reference is made to your letter dated December 21, 1962. The accompanying sketch map and estimate which completed the agreement between the State and City are approved.

You are authorized to proceed with the work as of the date of your letter, December 21, 1962, with the understanding that participation will be in accordance with the provisions of PPM 30-4.

NOTED
LLOYD P. SHAW

original To Young
1-14-62

RECEIVED
JAN 14 1963

FOR FILING

477 Cottage Street N.E.
Salem, Oregon

January 9, 1963

6180

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway
Utility Readjustment, Pacific Power & Light Co.

Reference is made to your letter dated January 4, 1963 concerning the proposed contracting of a portion of the work. We have no objection if part of the work is contracted if all work is performed in accordance with the provisions of PPM 30-4.

original To Young
1-14-62

NOTED
LLOYD P. SHAW

RECEIVED
JAN 14 1963
FOR FILING

6 (t (

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

January 8, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway
Readjustment of Utilities, Pacific Power
& Light Co.

Reference is made to your letter dated December 21, 1962. The accompanying sketch map, estimate, and the Power Company's letter dated November 26, 1962, together with your letter to the Power Company dated October 23, 1962 transmitted with your letter of October 26, 1962 are approved as the basis for an agreement.

You are authorized to proceed with the work as of the date of your letter of request, December 21, 1962.

NOTED
LLOYD P. SHAW

original to Young
1-14-63

RECEIVED
JAN 7 1963
FOR FILING

6130

January 4, 1963

The Dalles Section
Columbia River Highway
Wasco County
Project No. I-80N-3(27)81

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith are two copies of a letter from Pacific Power and Light Company requesting approval to contract digging holes for power line adjustment on the subject project.

Your approval as of this date to do this portion of the Utility work by contract method is requested. The BPR Area Engineer has verbally recommended approval and the Company authorized to proceed as an emergency measure to clear for construction as of this date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt
Inc.

[illegible]

6180

RECEIVED
JAN 7 1963
FOR FILING

.BNM

LRW BND TDL 17 1-4-63 1109AM

LLOYD SHAW
DEAN SWIFT

RE: THE DALLES SECTION, UPR/R PARCEL NO. 12:

THEIR LEASE TO WILSON DOES NOT INCLUDE AREA OF OUR MANHOLE AND 48" CMP.
WE ARE CUTTING FENCE AND GOING TO WORK THIS PM.

VERN SHULL

AF
)4.?,.

NOTED
LLOYD P. SHAW

RECEIVED
JAN 3 1963

FOR FILING

January 2, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering the planking of two railroad crossings on The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180, in connection with Federal-Aid Project No. I-80N-3(27)81.

It is necessary to construct two planked railroad crossings where the frontage road crosses these spur tracks. No provisions were made for the crossings on the original survey. These railroad spurs are not owned by the railroad company.

Sketches are attached.

This work was verbally recommended for approval by the BPR Area Engineer December 28, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

DBP:lt

RECEIVED
DEC 21 1962
FOR FILING

6111

December 21, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: The Dalles Section
Columbia River Highway
Wasco County
Project No. I-80N-3(27)81

Dear Sir:

Herewith are two copies each of the estimate and sketch prepared by the Pacific Power & Light Company covering adjustment of its facilities on the subject project. Copies of our Staff Attorney's letter regarding conflicts were submitted to you with the letter dated October 26, 1962.

Following is a detailed explanation of the estimate by Mr. Litchfield, Utility Liaison Engineer:

"You will note the estimate is in two parts. One for distribution lines and one for transmission lines. Both have been reviewed by this office and the Accounting Division with representatives of Pacific Power and Light Company, and have been found to be satisfactory.

"The distribution estimate has been proportioned by Pacific Power and Light Company in a manner which is different from the method stated in Mr. J. N. Hershberger's letter of October 23 and November 13. Pacific Power and Light Company has detailed the total amount of work for which reimbursement is requested to be $13,649.38, and that for which no reimbursement is requested to be $3,398.67, shown on their worksheets. From this it is seen that the total estimated cost of their work is $17,048.05. The State's share is computed to be

$\frac{\$13,649.38}{\$17,048.05} = 80.064\%$ and Pacific Power and Light Company's share to be

$\frac{\$\ 3,398.67}{\$17,048.05} = 19.936\%$.

"The company has stated that they will accept an allocation of the total cost of the adjustment of their distribution of facilities on this project to be 80% the State's cost and 20% the company's cost. We concur in this method of cost allocation.

"Transmission estimate indicates that their move involves 7 poles, 6 of which are on private property and that they will bill the State for six/sevenths or 85.7% of their total cost of relocation. We also concur in this method of cost allocation.

"It should be noted that the conflict mentioned in Paragraph (3) on Page 1 of Mr. Hershberger's letter of October 23, 1962, has been omitted from the estimate on this project since the "W" line will be constructed under a future contract. The conflict described in Paragraph (7) on Page 2 of this letter does not involve a power service line. It involves a T.V. cable, the adjustment of which will be made by The Dalles T. V. Company."

Your approval of the estimate as evidenced above and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:mmb
Enc.

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FOR FI

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

DECEMBER 21, 1962

File Ref. D 315 - 2 - 93

Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

Gentlemen:

This is to confirm telephone advice to your Mr. I. F. Redwine concerning Lloyd's Certificate LM No. 27133 providing railroad protective insurance to cover operations of Roy L. Houck Sons' Corporation in connection with construction of The Dalles Bypass Section of the Columbia River Highway.

We request that you kindly furnish a corrective endorsement to the certificate in connection with the State's Contractor's use of haul road crossing at Railroad M. P. 87.15. The endorsement required will amend Item 6 of the Declarations to read as follows:

> "Grading and structures, and all operations in connection therewith, The Dalles Section of Columbia River Highway, Wasco County, Oregon, Federal-Aid Interstate Highway Project No. I-80N-3(27)81, Contract No. 6180 dated November 1, 1962, and supplements thereto."

Yours very truly,

G. H. Baker

G. H. Baker

cc: ✓ Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department, Salem 10, Oregon.
Roy L. Houck Sons' Corporation, 1585 20th Street N.E.
Salem, Oregon.
Huggins Insurance Agency, P.O. Box 270, 373 Church N.E.
Salem, Oregon

Copy to [illegible] [illegible] [illegible] Swift 12-24-62

RECEIVED
FOR

The Dalles
Sec. - Col.
Riv. Hwy

ON TDL 93 12-20-62 847AM

GIL DECKER

HOUCK CLEARED BY UPR/R TO CONSTRUCT R/R XING. WORK WILL PROBABLY COMMENCE TOMORROW.

VERN

AF

S. PAYSO

RECEIVED
DEC 20 1962
OFFICE OF
STATE HIGHWAY ENGI

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

IN REPLY
REFER TO: 424

DEC 19 [illegible]

Mr. Jack L. Sollis
Staff Attorney
Oregon State Highway Department
Salem 10, Oregon

Re: The Dalles Project

Dear Mr. Sollis:

The Second Supplement to Crossing Agreement Contract No. 14-06-100-2458, The Dalles Project, Oregon, which was furnished with your letter of December 7, 1962, is satisfactory and has been executed on behalf of the United States. One signed copy of the agreement is enclosed herewith. Please furnish us five additional copies of the agreement. It appears that some minor modifications may be desirable in both the quitclaim deed and permanent easement which were also submitted with your December 7 letter. Our approval of these documents substantially in the form submitted can, however, be expected very shortly.

We are very anxious to obtain the State's approval of our Specifications No. DC-5841 covering the construction of the Primary Discharge Line, an Access Road and other irrigation facilities of The Dalles Project, which was submitted to the State Highway Engineer with our letter of September 17, 1962. The approval of the enclosed crossing agreement should clear the way for the State's approval of the specifications. Anything you can do to help obtain early approval of the specifications would be appreciated.

We have certainly appreciated your co-operation in working out satisfactory arrangements for the orderly development of both highway and irrigation facilities in The Dalles area.

H. T. Nelson

Enclosures

Copy to: Project Construction Engineer, The Dalles, Oregon
AC&CE, Denver, Colorado
Regional Engineer, Boise, Idaho
Field Solicitor, Boise, Idaho
(w/o encl.)

RECEIVED
DEC 17 1962
FOR FILING

6180

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRI[illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 17, 1962

Tenneson Engineering Corporation
412 West 2nd Place
The Dalles, Oregon

ATTENTION: Mr. Donald J. Branton

Re: Water Line Relocation
City of The Dalles
The Dalles Section
Columbia River Highway - Wasco County
Project: I-80N-3(27)81

Gentlemen:

Please refer to our letter of December 11, 1962, regarding this subject.

On December 12, 1962, we had a conference with the Assistant Division Engineer for the Oregon Division of the Bureau of Public Roads and he referred me to an opinion written by the Western Counsel of the Bureau of Public Roads concerning compliance with Federal minimum wage rates on interstate system projects. From this it was determined that it will not be necessary to (a) obtain and adhere to a minimum wage rate determination for this project, and (b) to have the contractor provide Federal payroll forms.

We regret to have caused this confusion and hope this will simplify your preparation of plans and specifications for the City's work.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
cc: Dean Swift
Vernon Shell
General Files

City of The Dalles
ATTN: Mr. C. Dean Smith

RECEIVED
DEC 17 1962
FORM E-30X—50M—5-62 43900
FOR FILING

6180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1962

To: MEMO TO THE FILES

SUBJECT: Emergency Power Line Adjustment
Northern Wasco County P.U.D.
The Dalles Section
Columbia River Highway
Wasco County
Project: I-80N-3(27)81

The conflicts of the subject company's transmission lines between "FR^3" line Stations 10 and 15 were discussed with Mr. Gordon Brooks, District Engineer for the Bureau of Public Roads, by Mr. Roy Spivey, Assistant Resident Engineer on this project, and the writer on December 13, 1962.

The problem is this: the State's contractor is required by our specifications to perform all blasting which may damage the Bureau of Reclamation's irrigation pipe which crosses the "FR^3" line near Station 12+75 before January 15, 1963. In order to perform the blasting the transmission lines must be moved. The power company has submitted a plan and estimate for our review and it was sent to the Bureau of Public Roads on December 12, 1962. It was pointed out that the transmission lines must be moved immediately in this area to allow the contractor to complete the blasting operation by January 15, 1963, but the utility was intending to let their work by contract.

Since time is of the essence, emergency approval was granted by the Bureau of Public Roads as of December 13, 1962, to have the utility perform what emergency work necessary to clear these lines with their own forces. Mr. Spivey contacted the utility on December 14, 1962, and they have stated that they are not equipped to perform any work on this line.

After a phone call to Mr. L. R. Becklund, Administrative Manager of the Bureau of Public Roads, Mr. Spivey was informed by teletype on December 14, 1962, that the utility company must obtain solicitations from two or more contractors before awarding a contract. Solicitations from each company may be made by phone, but must be confirmed in writing and the State must have a copy of this correspondence.

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
cc: L. H. Young
C. H. Maison
A. W. Parsons
Dean Swift
Vernon Small
F. W. Sagnet
General Files

RECEIVED
DEC 12 1962
FOR FILING

December 12, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Re The Dalles Section
Columbia River Highway
Wasco County
Project No. I-80N-3(27)81

Dear Sir:

Herewith are the following data covering adjustment of the facilities of Northern Wasco County People's Utility District in connection with construction on the subject project:

1. Two copies of the estimate of cost for adjusting the facilities prepared by the Utility.
2. Two copies of the sketch showing the work to be done.

Copies of our Staff Attorney's letters, dated October 22 and November 9, 1962 which describe the work to be done and establish the obligation of the State to reimburse the Utility, were submitted previously.

As noted in the Utility's letter, it is planned to do this work by contract. Your approval is requested. Mr. Welty was approved as Engineer for the Utility September 12, 1962.

Your approval of the agreement between the State and Utility, as evidenced above, and authorization to proceed with the work as of this date, under the provisions of PPM 30-4, are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
DBP:er

RECEIVED
1962
FOR

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 11, 1962

City of The Dalles
City Hall
The Dalles, Oregon

ATTENTION: Mr. C. Dean Smith

Re: Water Line Adjustments
Stations 2327+45 and 2337+30
The Dalles Section
Columbia River Highway
Wasco County
Project No. I-80N-3(27)81

Gentlemen:

We have been advised by Mr. Vernon Shull, Resident Engineer on this project, that the 8-inch water lines which cross our proposed centerline at the abovementioned Stations, are not owned by the City but by the Port of The Dalles. We are also advised that there is a sprinkler system which extends across our proposed alignment to the Port dock facility that is also owned by the Port of The Dalles.

The State's contractor is required to salvage the existing 8-inch pipes and stockpile them and to provide temporary service to the Port facility which meets the requirements of the City of The Dalles Fire Marshal.

The final adjustment of these 8-inch water mains and the sprinkler system may be performed by the City's contractor, but the cost for this work must be separated from the balance of the City's work on both the estimate and the final bill. If the salvaged pipe is used, a statement should be made in both the estimate and the final bill. If new pipe is used, the credit must be shown for the value of the pipe which has been salvaged and stockpiled.

This subject has been discussed with Mr. Vernon Tenneson by telephone on December 6, 1962.

Very truly yours,

F. D. Morgan
Construction Engineer
By ORIGINAL SIGNED
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
cc: Dean Swift
Vernon Shull

Tenneson Engineering Corp.
ATTN: Mr. James Hagy

RECEIVED
DEC 18 1962

FOR FILING
I-80N-3 (30) 84

6180

ROY L. HOUCK SONS' CORPORATION
HEAVY CONSTRUCTION CONTRACTING
1585 20th STREET N. E.
SALEM, OREGON
JUstice 1-1398

December 11, 1962

Oregon State Highway Department
P. O. Box 420
The Dalles, Oregon

Attention: Vernon E. Shull
Resident Engineer

Dear Sir:

We would appreciate any immediate assistance in getting the Union Pacific Railroad to complete the installation of crossing located adjacent to the old Vernie Jarl crossing; It is necessary to have this crossing to move the material in the slide area. The application for this crossing was made to the railroad in mid-November. We have been advised by the railroad that all insurance matters have been approved. Therefore, the delay seems to be in the scheduling of the installation crew. All material for the crossing is on hand at the crossing site.

Very truly yours,

ROY L. HOUCK SONS' CORPORATION

By

cc: Swift
cc: Construction Engineer

12-17-62
phoned Tabor. Permit
has been referred to Omaha
He will trace & rush work soon,
Houck is hauling over Jarls crossing
now.
HHP

RECEIVED
DEC 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
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DEC 17 1962
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DEC 11 1962
FOR FILING

6180

December 10, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering material to construct additional chain-link fence on The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180, in connection with Federal-Aid Project No. I-80N-3(27)81.

The contract provides only for salvage and reinstallation of chain-link fence. The present fence is around a gas company's yard, with the ends connecting to a vertical bluff. In reconstructing the fence along the right of way line the angle was changed, adding 16 feet to the required length of fence. It is the State's obligation to furnish the additional fence required. Installation will be paid under the bid item, as the connection to the existing fence has been determined to equal the salvage costs.

This was verbally approved by the BPR District Engineer December 6, 1962, and authorization to purchase the material sent to the Field. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
DEC 19 1962
FOR FILING

6180

477 Cottage Street N.E.
Salem, Oregon

December 7, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Doc, Assistant Division Engineer
Salem, Oregon

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway

Reference is made to Mr. Litchfield's letter dated December 5, 1962 concerning proposed changes in location of Dalles City water main and Type 2 fence in the vicinity.

Changes in accordance with the sketch map submitted with the letter are approved.

NOTED
LLOYD P. SHAW

RECEIVED
DEC 10 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
Copy To Young
12-10-62

NOTED
R. L. PORTER

RECEIVED
DEC 19 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

December 7, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Dee, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Utility Agreements, Use of Consulting Engineers

Though we have previously approved consulting engineers for utility engineering work under the general provisions of the Utility PPM 30-4, we now understand that such consultants are to be governed by the provisions of the Consultant PPM 40-6.

In the future such projects as The Dalles Section, I-80N-3(27)81, Adjust of City Owned Utilities, submitted under Mr. Young's letter of November 9, 1962, would require the adherence to PPM 40-6.

Accordingly, our approval of utility engineering work by consultants will require the review of the agreements, whether they are continuing or individual, and their conformity to the PPM.

IED
LLOYD P. SHAW

RECEIVED
DEC 10 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
12-10-62

NOTED
R. L. PORTER

RECEIVED
DEC 7 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

December 3, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway
Utility Adjustment by Pacific Northwest
   Bell Telephone Co.

Your letter of October 23, 1962 and cost estimate and sketch map submitted by the Telephone Company's letter dated November 19, 1962 are approved as the basis for an agreement.

You are authorized to proceed with the work as of this date. We have no objection if part of the work is contracted by the Telephone Company if all work is performed in accordance with the provisions of PPM 30-4.

RECEIVED
DEC 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
12-6-62

NOTED
R. L. PORTER

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NOV 30 1962
FOR FILING

I-80N-3(27)

6180

November 30, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering furnishing guard rail materials on The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180, in connection with Federal-Aid Project No. I-80N-3(27)81.

The guard rail to be salvaged and reinstalled under the contract is to be installed in shorter sections than the original. This will require end sections, additional posts and hardware.

This work is an anticipated item in the contract and funds to cover it are included in the project authorization.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
NOV 30 1962
FOR FILING

I-80N-3(27)81
6180

November 30, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the moving of a gas tank and pump on The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180, in connection with Federal-Aid Project No. I-80N-3(27)81.

This work is necessary to clear for construction and re-establish the pump for future use. It is an anticipated item of the contract and funds are included in the project authorization to cover it.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
DEC 3 1962

FOR FILING

I 80N-3(27)-1

6180

November 30, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the salvaging of railroad ties and rails within the right of way on the The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180, in connection with Federal-Aid Project No. I-80N-3(27)81.

This work is necessary to clear for construction. It is anticipated item of the contract and funds are included in the project authorization to cover it.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

Enclosure

DMP:er

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

NOVEMBER 29, 1962

(File Ref. D 315 - 2 - 93)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

We refer to your letter of November 7 relative to proposed installation of a 15-inch corrugated metal pipe storm drain line under our tracks in the vicinity of proposed Brewery Grade overcrossing structure at The Dalles.

Returned herewith is one print of Oregon State Highway Department's vicinity map and profile drawing dated November 1, 1962 showing the proposed 15-inch storm drain line. The installation has been approved by Mr. J. M. Bates for the Railroad's Chief Engineer. However, it is noted that this drain line will be installed with less than 4.5' clearance between top of pipe and base of rail under our tracks.

Due to the ground conditions in this area, we will permit exception to our standards in this instance, but we do not intend to construe this as a blanket provision for further similar installations.

Yours very truly,

G. H. Baker

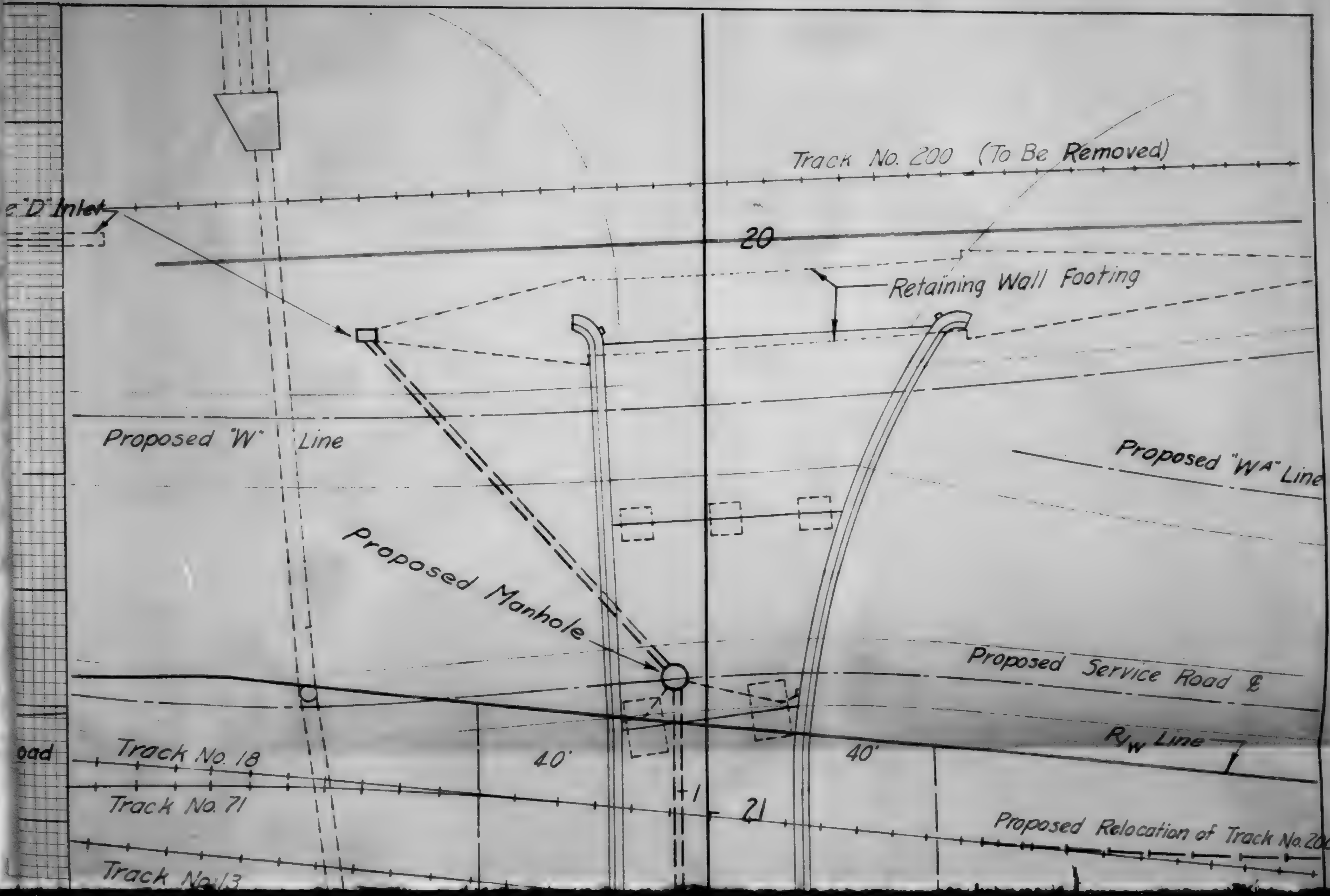
G. H. Baker

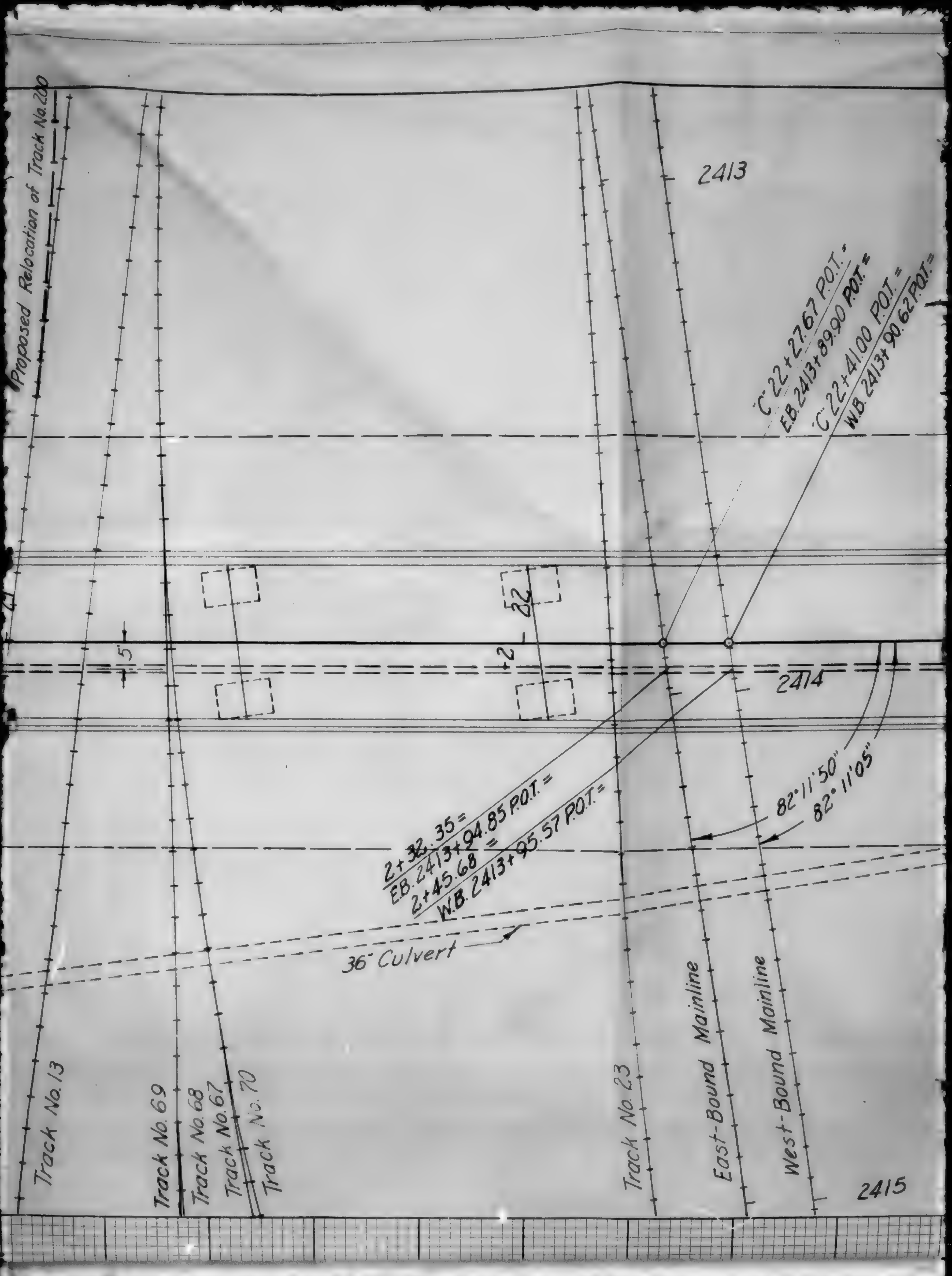
enc.

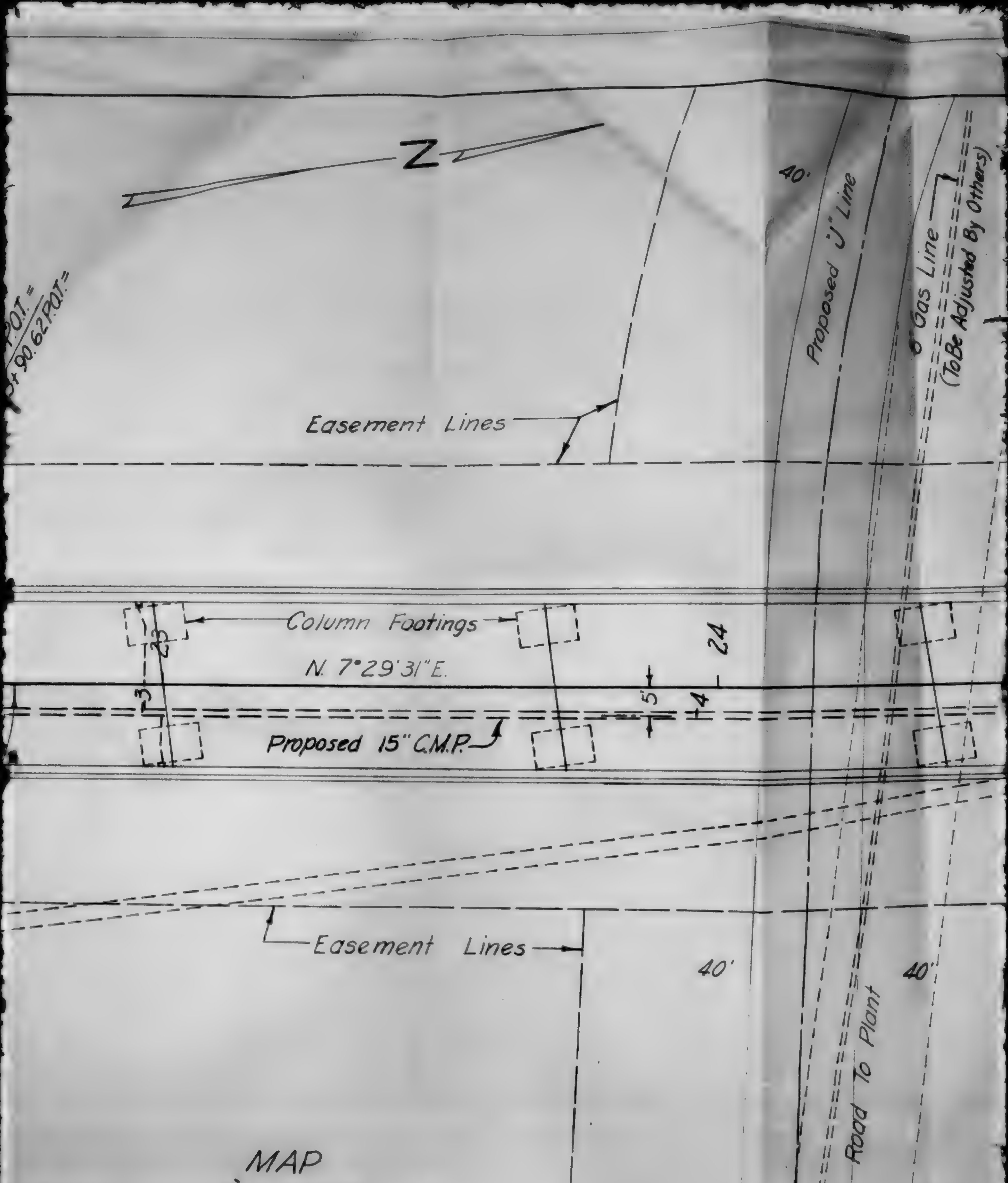
RECEIVED
DEC 3 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC - [illegible]
OREGON
STATE HIGHWAY COMMISSION

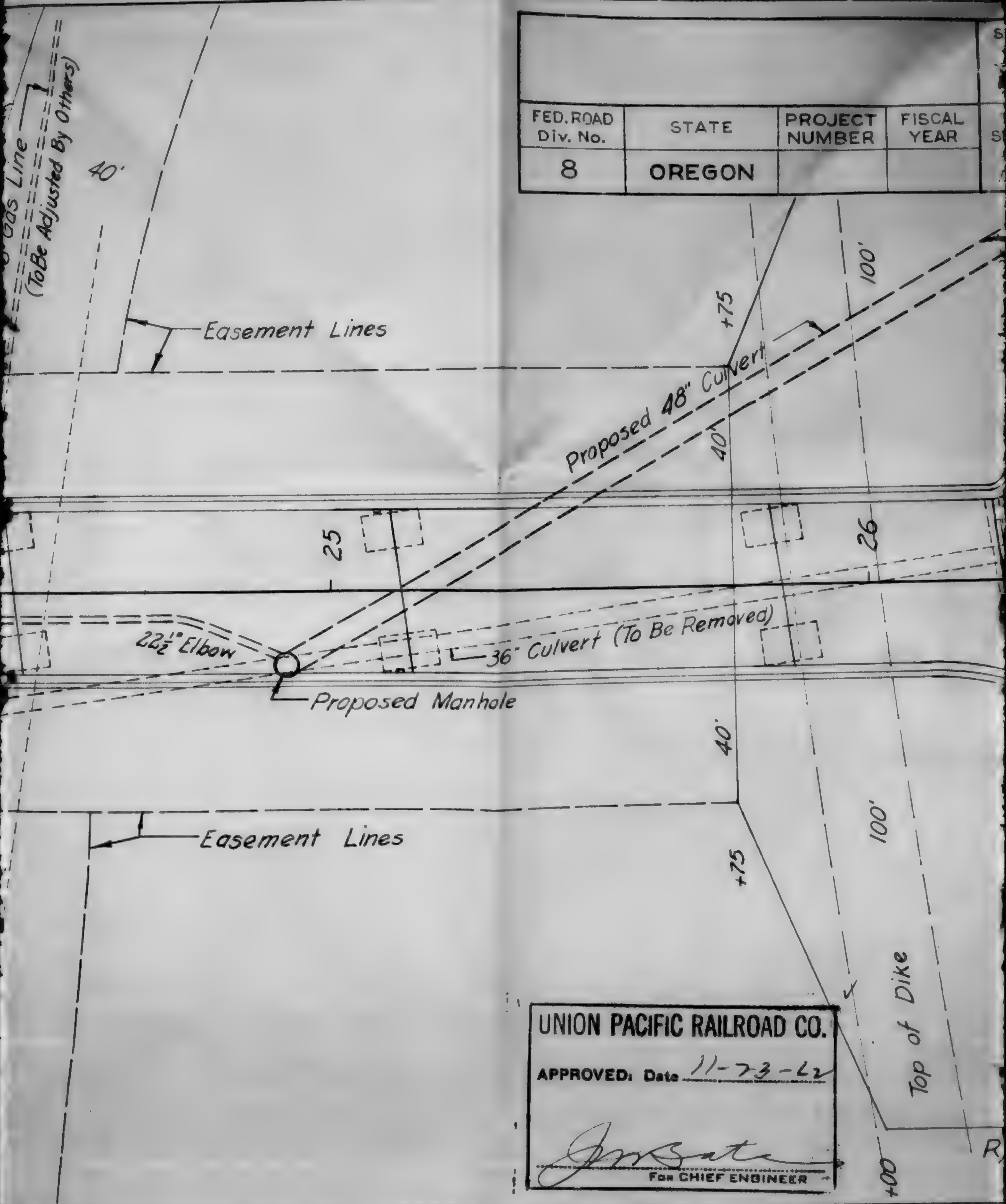
		BY	DATE
FINAL SURVEY	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		




Proposed Relocation of Track No.200
2413
"C" 22+27.67 P.O.T. =
E.B. 2413+89.90 P.O.T. =
"C" 22+41.00 P.O.T. =
W.B. 2413+90.62 P.O.T. =
32
2
5'
2414
82°11'50"
82°11'05"
2+32.35 =
E.B. 2413+94.85 P.O.T. =
2+45.68 =
W.B. 2413+95.57 P.O.T. =
36" Culvert
Track No.13
Track No.69
Track No.68
Track No.67
Track No.70
Track No.23
East-Bound Mainline
West-Bound Mainline
2415


N
P.O.T. =
+90.62 P.O.T. =
40'
Proposed "J" Line
6" Gas Line
(To Be Adjusted By Others)
Easement Lines
Column Footings
23
24
N. 7°29'31" E.
3
5'
4
Proposed 15" C.M.P.
Easement Lines
40'
40'
Road To Plant
MAP
Scale: 1"=20'
5

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		

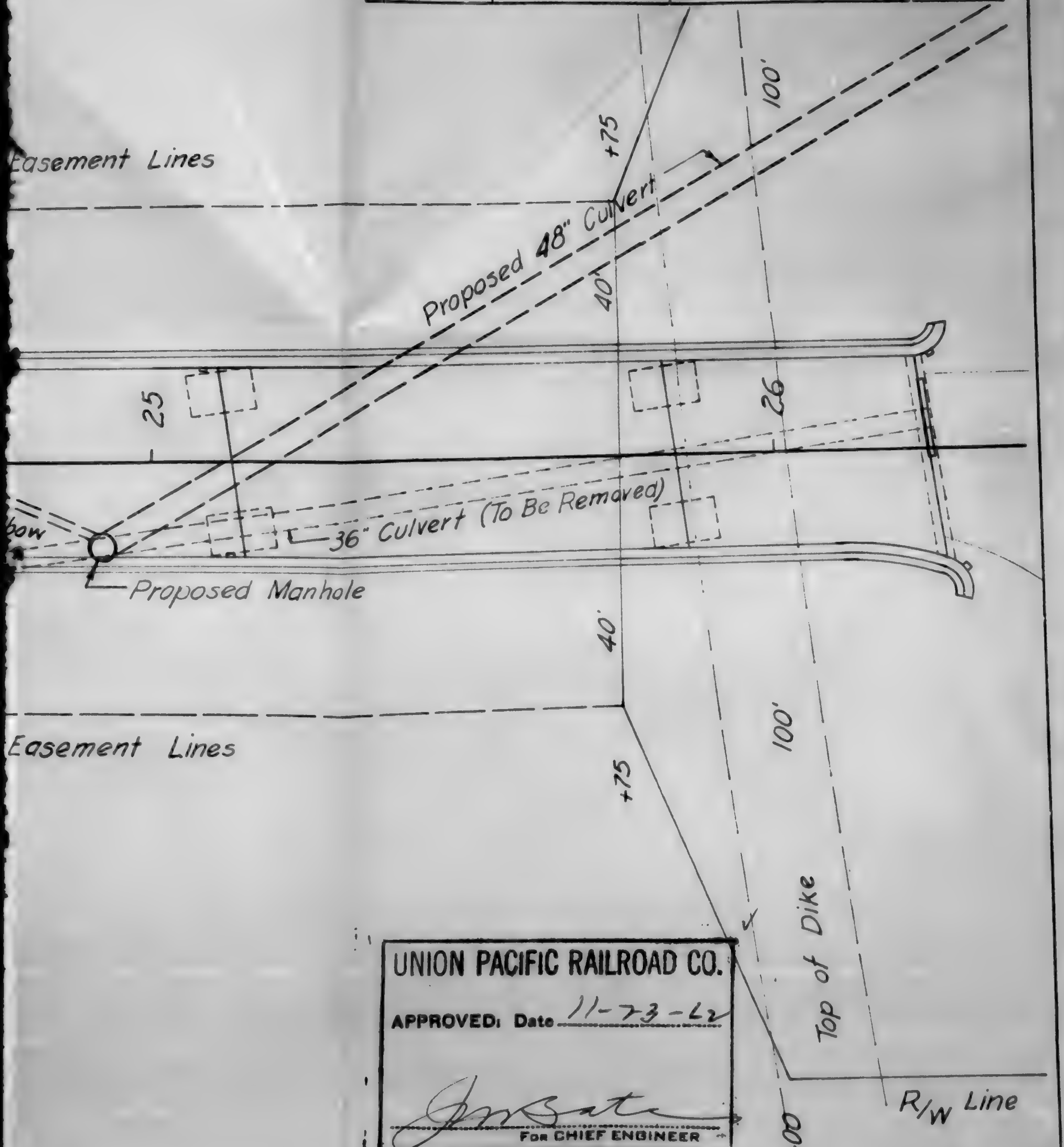


UNION PACIFIC RAILROAD CO.

APPROVED: Date 11-23-62

For CHIEF ENGINEER

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index



UNION PACIFIC RAILROAD CO.

APPROVED: Date 11-23-62

For CHIEF ENGINEER

ORIGINAL SURVEY

NOTE BOOK

NO.

SURVEYED

PLOTTED

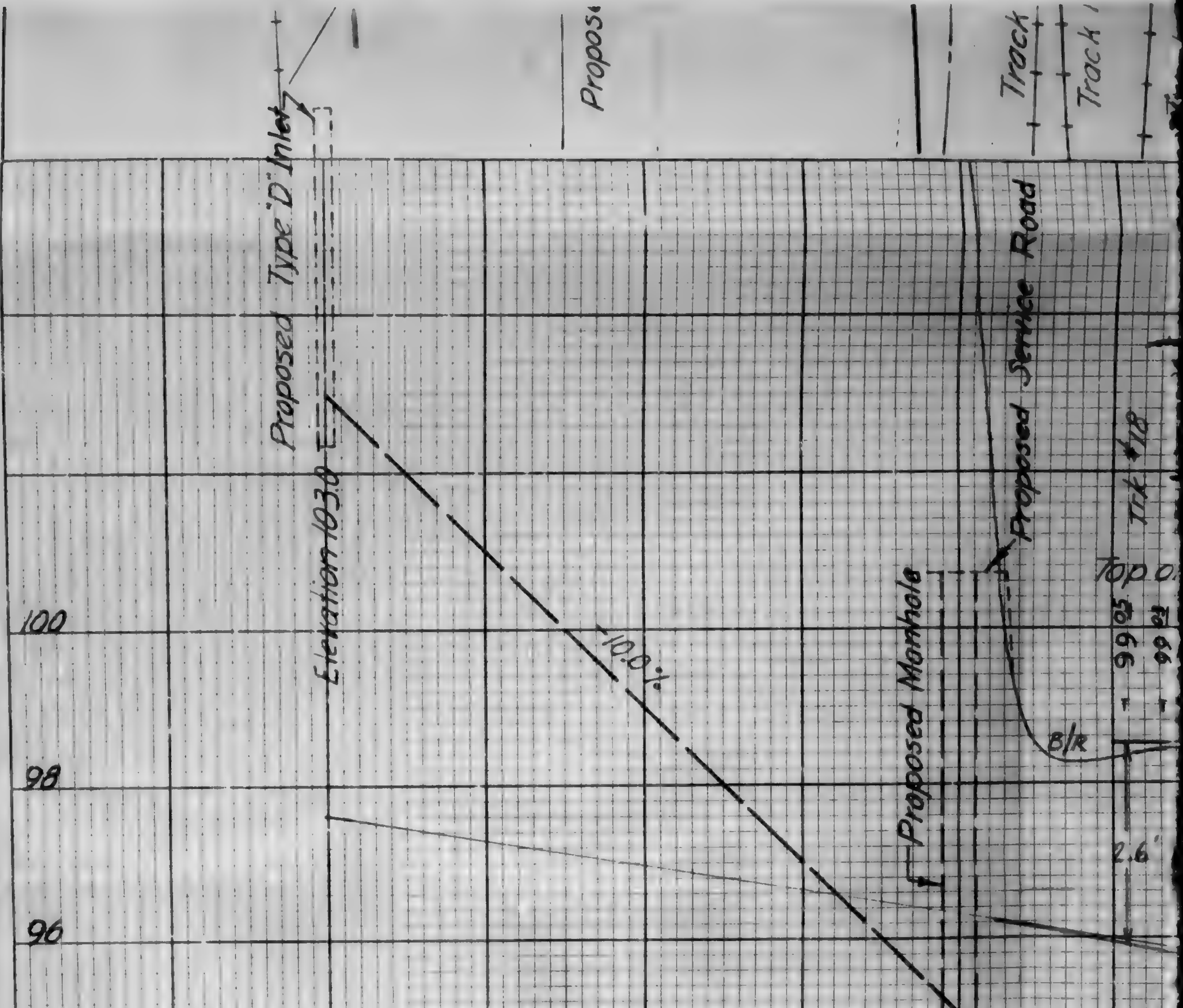
TEMPLATE

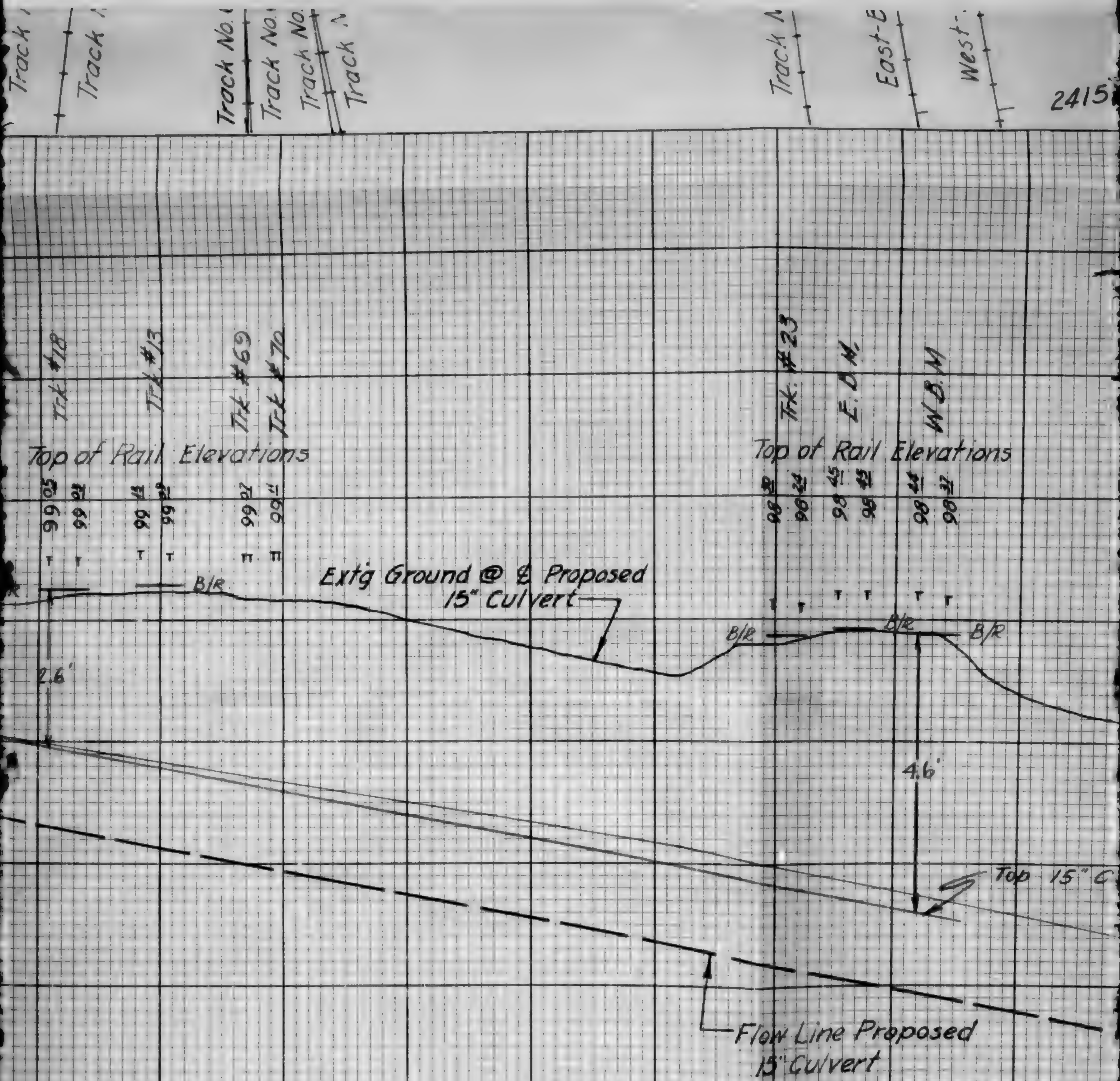
AREAS

AREAS CHECKED

BY

DATE




Track N
Track N
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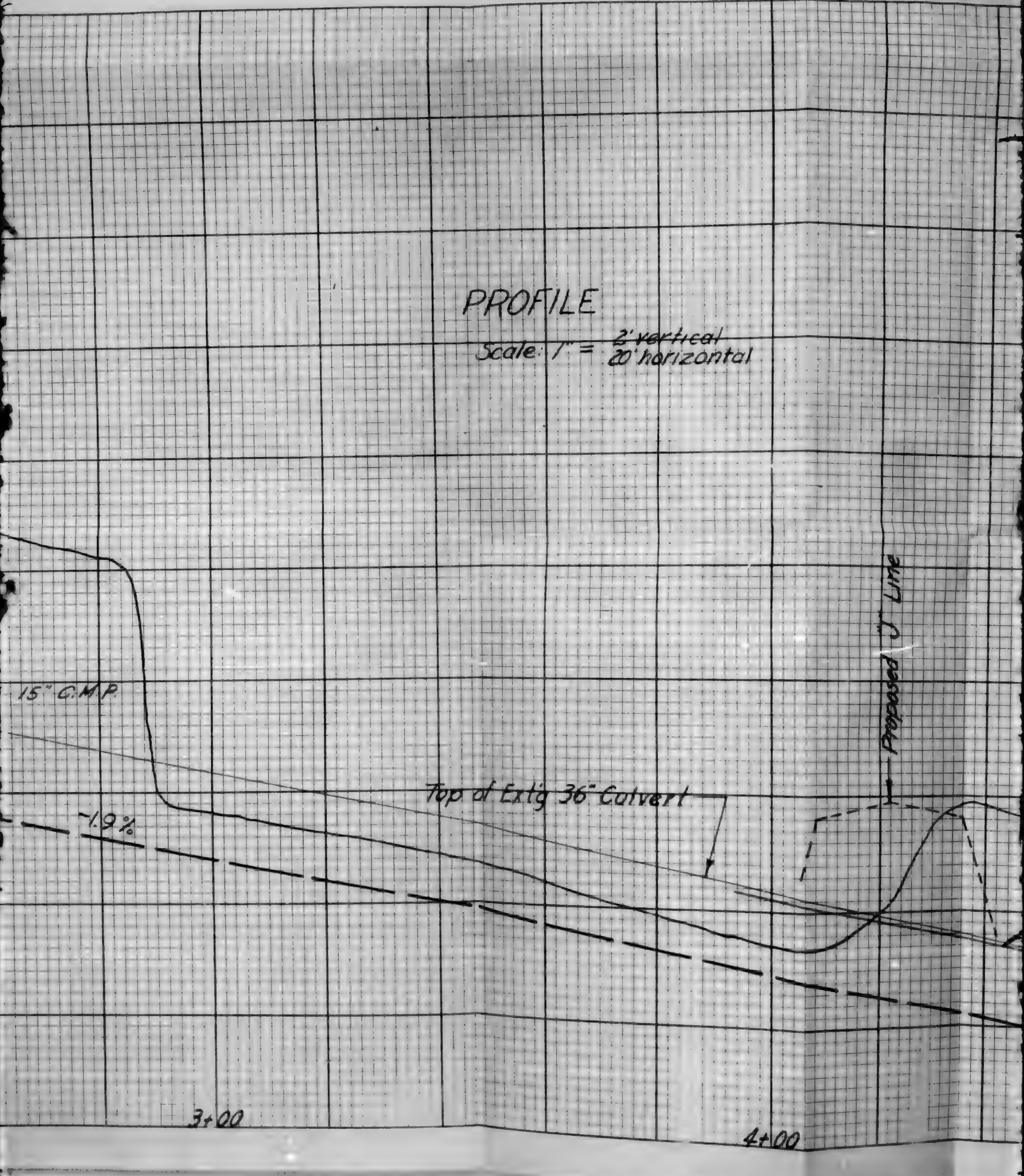
Track No.
Track N
Track N
East-E
West-
2415
Trk #18
Trk #13
Trk #69
Trk #70
Top of Rail Elevations
99 05
99 21
99 13
99 21
99 21
99 11
Trk. #23
E.B.M.
W.B.M.
Top of Rail Elevations
98 32
98 24
98 45
98 42
98 44
98 37
B/R
B/R
B/R
B/R
B/R
Extg Ground @ ℄ Proposed 15" Culvert
2.6'
4.6'
Top 15" C
Flow Line Proposed 15" Culvert
1+00
2+00

Scale: 1"=20'

2415



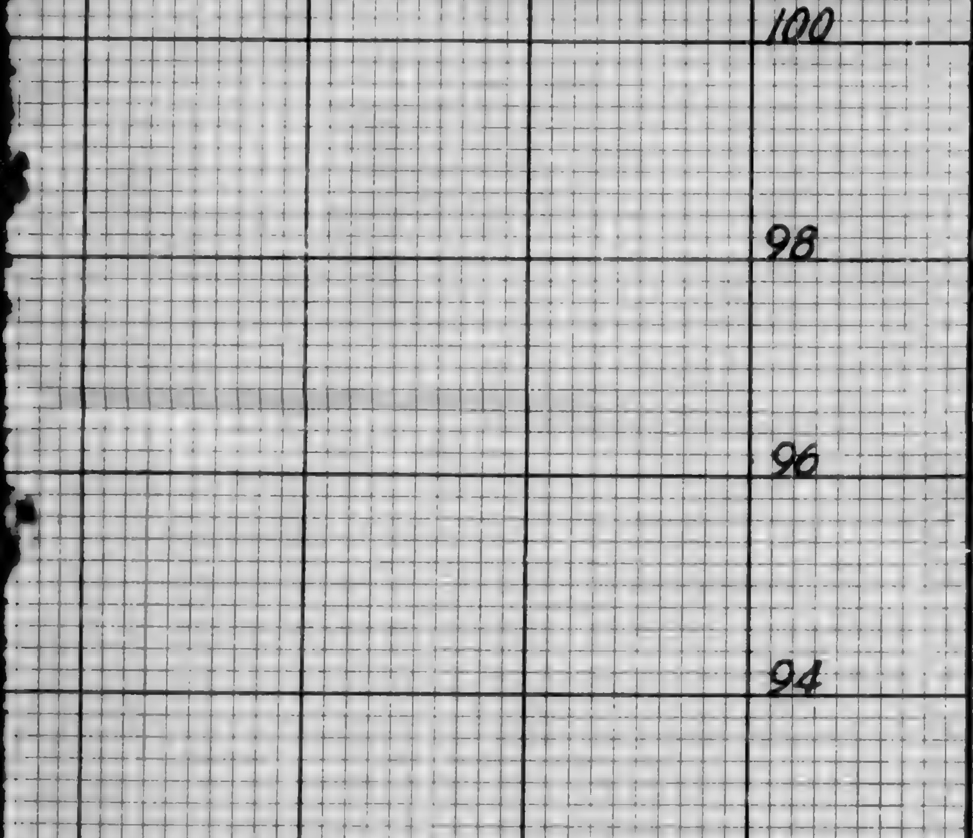
PROFILE

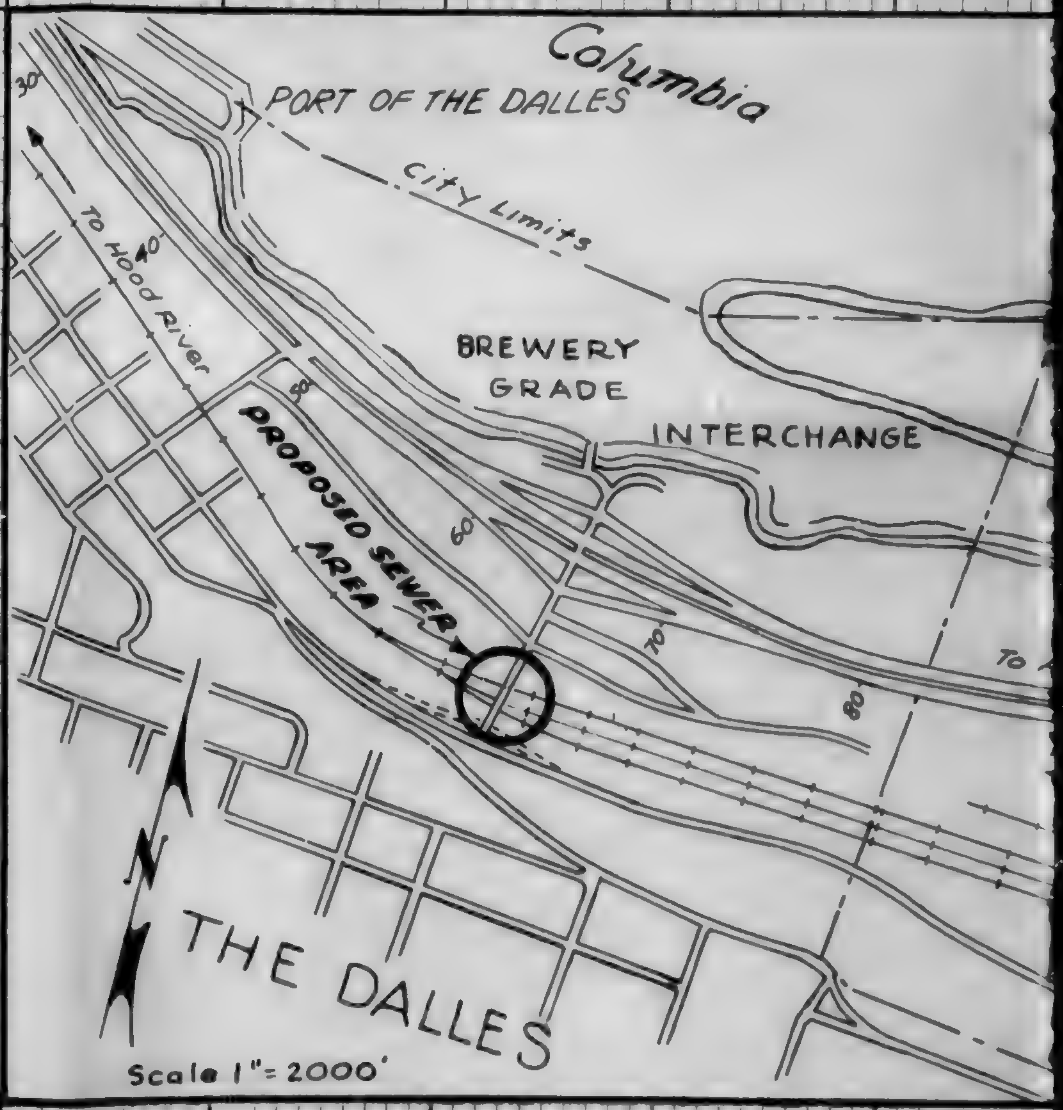
Scale: 1" = 2' vertical / 20' horizontal

For CHIEF ENGINEER

+00

OREGON STATE HIGHWAY
VICINITY MAP
PROPOSED STORM
BREWERY GRADE INT
THE DALLES SE
COLUMBIA RIVER HWY. WA
Geo. C. WILLS, Rural Engineer





VICINITY MAP

J. N. Bate
For CHIEF ENGINEER

+00

R/W Line

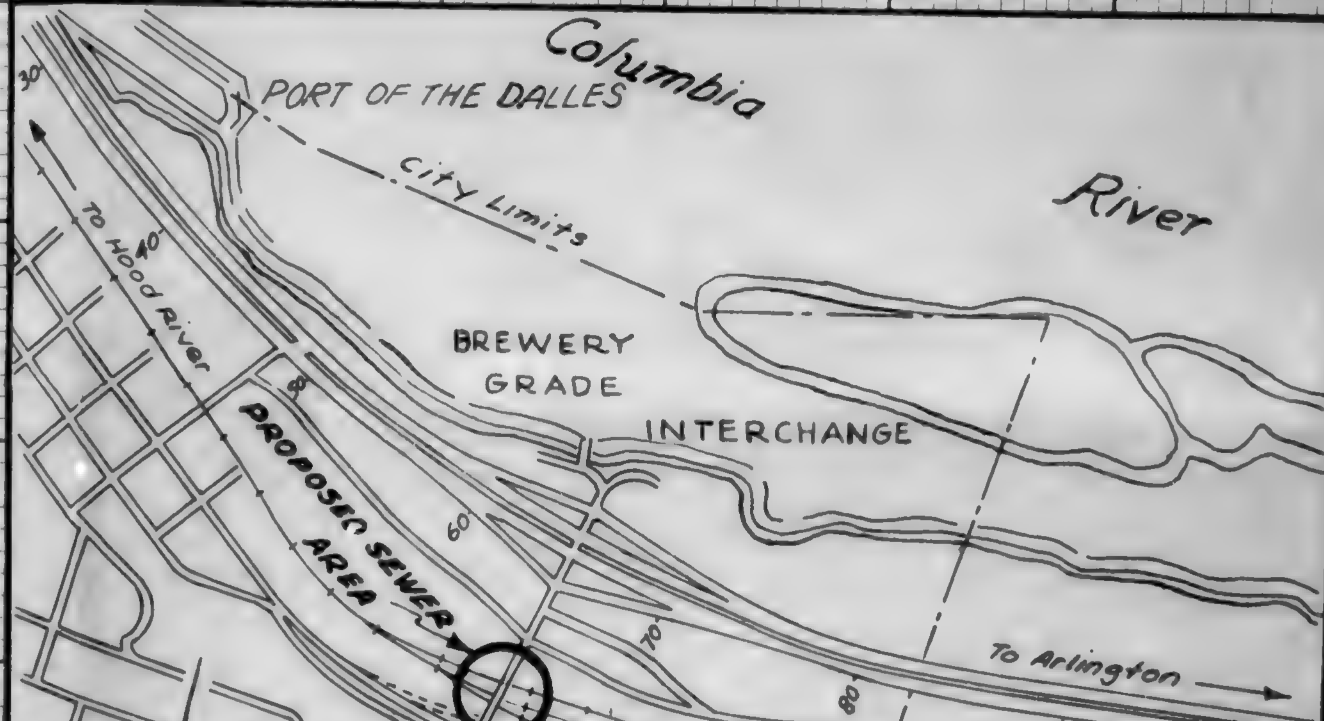
OREGON STATE HIGHWAY DEPARTMENT
VICINITY MAP & PROFILE
PROPOSED STORM SEWER
BREWERY GRADE INTERCHANGE
THE DALLES SECTION
COLUMBIA RIVER HWY. WASCO COUNTY
Geo. C. WILLS, Rural Engineer Nov. 1, 1962

100

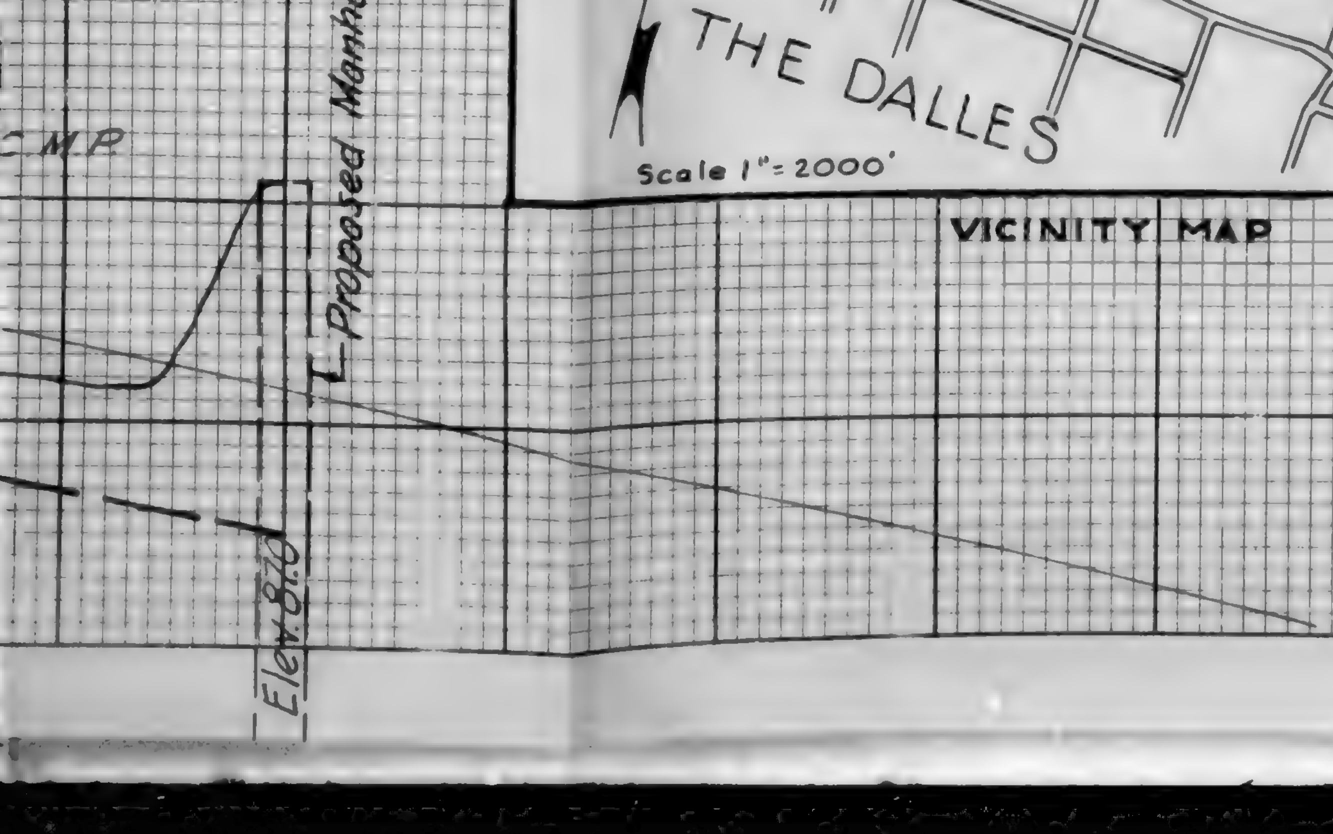
98

96

94



VICINITY MAP



RECEIVED
NOV 29 1962
FOR FILING

6180

November 28, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering removal and subsequent reinstallation of an existing sign on The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180, in connection with Federal-Aid Project No. I-80N-3(27)81.

The existing porcelain enamel destination sign, at Station 2532+70 immediately east of the eastbound off-ramp of The Dalles Dam Interchange, is in the route of the haul road from the slide area. It is necessary to remove, store and later reinstall this sign at its original location.

This work was included in the Project Authorization as an anticipated item and was verbally recommended for approval by the BPR Area Engineer on November 20, 1962.

Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

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FOR FILING

[illegible]

6180

November 28, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering construction signing on The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 6180, in connection with Federal-Aid Project No. I-80N-3(27)81.

The signs to be installed under this order are an obligation of the State to insure safe traveling conditions and state-wide uniform construction signing. It does not include warning signs, lights or barricades required of the contractor for traffic and workmen safety.

This work is in accordance with the Special Provisions and was an anticipated item of the contract.

Approval was verbally recommended by the BPR Area Engineer November 20, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt
Enc.

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NOV 28 1962

FOR FILING

[illegible]

6118

November 27, 1962

Mr. G. E. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee
Portland 17, Oregon

Dear Sir:

Re: The Dalles Bypass Section
Columbia River Highway
R/W File 30557

Under our agreement covering The Dalles Bypass, we are to build an access road connecting the interchange at the north end of the Brewery Grade crossing with your road to the tie plant. This is shown as parcel No. 12 on the exhibit map covering the agreement. On this property is a residence, garage, chicken house and fencing. Jessie and Clara O. Davis, General Delivery, The Dalles, Oregon, claim ownership of the improvements although admitting ownership of the property itself by the Union Pacific Railroad Company. A portion of the residence building is within the bounds of the easement area. Although it is probable that construction can miss the building, the road as shown will cross over the septic tank system.

Under the agreement, we are also to revise a "paved fire road" where it passes under the proposed Brewery Grade overcrossing. This is shown as Parcel No. 13 on the exhibit map. There are improvements on this property consisting of a residence, garage, and miscellaneous outbuildings which we are advised are owned by Lester and Joan Wilson, Route 1, Dufur, Oregon, who are currently renting the property to Charles and Billy King, General Delivery, The Dalles, Oregon. This residence building is in the road of construction and must be removed. This was discussed by telephone with Mr. Taber, and I understand that steps are being taken to clear up the matter so that our work can proceed. Our resident engineer advises that early possession is important and I would appreciate word from you concerning the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

bc Mr. Forrest Cooper
Mr. W. T. Wright
Mr. F.J Morgan

GSP:ms

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
November 26, 1962

SUBJECT: File No. 30557-U. P. R. R. & N. Co.
The Dalles Big Eddy Section
Columbia River Highway
Wasco County

To: Mr. Walter T. Wright
Right of Way Engineer
State Highway Department
Salem, Oregon

Attention: Mr. D. H. Moehring

Investigation was made to determine the status of Ownership of improvements located on Parcels 11 and 12 Subject File. The improvements are presently either wholly or partially in the path of construction, and Resident Engineer Vern Shull advises that entry in all probability would have been made shortly. Resident Engineer Shull wishes to be advised as soon as possible as to when he can enter on to and take possession of this property.

On Parcel no. 11, 12 the improvements are owned by Jessie and Clara O. Davis, General Delivery, The Dalles, Oregon. Improvements consist of a residence, garage, chicken houses and miscellaneous fencing. The right of way map indicates that the residence on this parcel is not hit. However, staking indicates that one corner of the house is hit. We had this item re-checked by Resident Engineer, Shull, and he has determined definitely the house is touched. Also in the path of construction are 2 chicken houses, septic system for the residence, 2 sumps from the residence. Mr. Davis's land lease on this property runs until 1966. Mr. Davis and his wife advised that they had no objection to living very close to the road. I believe it would be possible to remove a portion on this house which would take it out of the right of way, re-establish the septic system and leave the rest of the improvements as they stand.

On Parcel no. 12, 13 there is a residence, garage, miscellaneous outbuildings and fencing which are owned by Lester and Joan Wilson, Rt. 1, Dufur, Oregon. The property is currently rented by Mr. Wilson to Charles and Billy King, General Delivery, The Dalles, Oregon. The land lease on this property expiers in 1966. The house and garage on this property are definitely in the path of construction and will have to be moved.

Instruments showing Ownership by Mr. Davis to his buildings was mailed to the Salem Office, Friday, Novemenber 23rd, and the

RECEIVED
NOV 27 1962
RIGHT OF WAY

instrument whereby Mr. Wilson claims Ownership to his buildings should be in tonight's mail, provided he was able to locate them.

If any further action on this matter is needed, please advise. We are in a position to prepare appraisals on these buildings if necessary.

Very truly yours,

Harold G. Brainerd

HAROLD G. BRAINERD
Right of Way Supervisor

HGB:bh

cc: Mr. L. I. Lindas
Mr. Walter T. Wright

File 30557 - U.P.RR & N Co
The Dalles - Big Eddy Section

D. H. Moehring
ass't R/W Eng'r.

Attached is copy of contract for ownership of buildings on Parcel #⑫17. The buildings on Parcel #⑪17 are owned by Lester Wilson and he is to find papers proving ownership and we will pick up next Monday.

H Brainerd

CONTRACT FOR SALE OF DWELLING HOUSE AND OTHER
BUILDINGS ON LEASED LAND

THIS CONTRACT, Made this 8th day of May, 1961, between WILLIAM A. [illegible] and [illegible] E. [illegible], hereinafter called the first party, whether singular or plural, and in case of the death of either, all to the survivor, and JESSE S. DAVIS and CLARA G. DAVIS, husband and wife, of the County of Wasco and State of Oregon, hereinafter called the second party, whether singular or plural.

WITNESSETH, that in consideration of the stipulations herein contained, and the payments to be made as hereinafter specified, the first party hereby agrees to sell, and the second party agrees to purchase that certain dwelling and other buildings on land leased by the party of the first party from the Union Pacific Railroad Company and said leased land being on the south side of the Union Pacific Railroad Company tracks within the limits of Dallas City. That said premises are commonly known as [illegible] East First Street, The Dalles, Oregon, and being further known as the former Joe Ra residence, for the sum of ($2500.00) TWO THOUSAND FIVE HUNDRED and No/100 DOLLARS, on account of which THREE HUNDRED and No/100 ($300.00) DOLLARS is paid on the execution hereof, receipt of which is hereby acknowledged, (which sum of $2500.00 said second party promises and agrees to pay to first party as the purchase price for said property); and the remainder of TWO THOUSAND TWO HUNDRED and No/100 ([illegible]) DOLLARS to be paid at The Dalles, Oregon at such a place therein as may be designated from time to time by first party as follows: [illegible] per month for each month thereafter with interest on all deferred payments at the rate of five per cent ([illegible]), payable monthly at the time of making the principal [illegible] until fully paid. The first [illegible] monthly payment [illegible] on the 21st day of June, [illegible], and a like payment on the [illegible] day of each and every month thereafter until fully paid.

The second party [illegible] of the premises, [illegible] all taxes becoming due [illegible] hereafter levied [illegible] liens which may [illegible] premises, and promptly [illegible] become past due, and that all buildings [illegible] hereafter erected or here- [illegible] kept insured against [illegible] less than the full in- [illegible] satisfactory [illegible] insurance on said [illegible] interest may [illegible] delivered to first party as [illegible].

It is acknowledged [illegible] on said property [illegible] paid by first party [illegible] June 30, 1941. [illegible] hereby [illegible] to pay all taxes [illegible]

Second party [illegible] suffer [illegible] any waste or damage to [illegible] said buildings, and agrees to keep said buildings in a good [illegible] of repair.

In case the second party, their legal representatives or assigns, shall pay the several sums of money aforesaid, punctually and at the times [illegible], and shall strictly and literally perform all and [illegible] agreements and stipulations aforesaid, [illegible] true intent and tenor thereof, then the first party [illegible] unto the second party, their heirs or assigns, upon [illegible], Oregon, a Bill of Sale, [illegible] all the [illegible] in and to said property, [illegible] liens and encumbrances [illegible] permitted, by the second party, or their assigns.

But in the case the [illegible] party shall fail to make the payments aforesaid, or [illegible] punctually and upon the strict terms and at the [illegible] specified, or fail to keep any of the other terms or [illegible] this agreement, or shall [illegible] said property [illegible] and encumbrances [illegible] other than [illegible] and strict performance [illegible] to [illegible] of this agreement, then the first party shall have the [illegible] this agreement null and void [illegible] in equity, and in [illegible] of such cases, all [illegible] interest hereby created or then existing in favor of [illegible] party derived under this agreement, shall utterly [illegible], and the premises [illegible] without any declaration of forfeiture or act of reentry, or without any other act by first party to be performed and without any right of the second party of reclamation or compensation for money paid or for improvements made as absolutely, fully and perfectly

[illegible]

The [illegible] party [illegible] failure by the first party at any time to [illegible] performance by the second [illegible] their right [illegible] to enforce the [illegible] by waiver by said first party of any breach of any [illegible] be held to be a waiver of any succeeding breach [illegible] or as a waiver of [illegible] breach.

And in case [illegible] to foreclose [illegible] thereof, second party [illegible] the Court may [illegible] reasonable fee [illegible] in said suit or action.

[illegible] the parties hereto that the [illegible] all or any part of the [illegible]

[illegible] may sell, assign [illegible] of the [illegible] or in case that sale, [illegible] first party, then [illegible] second [illegible] rights and privileges [illegible] and duties of [illegible] of the second part.

[illegible] respective parties [illegible].

It is understood that [illegible] Union Pacific Railroad owns [illegible] upon the faithful performance by second parties of the terms of this [illegible] agree to cooperate with second parties to the end that they may secure a lease to said land from the Union Pacific Railroad.

IN WITNESS WHEREOF, the said parties have hereunto set their hands in duplicate this 7th day of May, 1931.

William A. Neuman (SEAL)

Hazel B. Neuman (SEAL)

Parties of the First Part

Jesse S. Davis (SEAL)

Clara O. Davis (SEAL)

Parties of the Second Part

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NOV 27 1962
FOR FILING

I-5CIV-3(67) 1

6180

November 27, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Haul Road Crossing
The Dalles Section
Columbia River Highway

In the construction of The Dalles Bypass, it is necessary to haul a large volume of material across your tracks at a point east of Fifteenmile Creek. I attach hereto four prints from a sketch map showing the location of the crossing and four prints from another sketch showing in detail the alignment and the grade line approaching the crossing from each side. This crossing is at the same point at which you had previously installed a haul road crossing for the grading of The Dalles-Big Eddy Section, which was done by Vernie Jarl.

The new crossing, while at the same point, will cross the railroad at a different skew angle and it will be necessary that the planking of the present crossing and the location of the flashers be altered.

It would be appreciated if you would grant us this haul road permit in the usual form so that our contractor, Roy L. Houck Sons' Corporation, can proceed with his haul. He advises that they want to start work immediately, and anything you can do to expedite this matter will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
enc.
bc Mr. Forrest Cooper
Mr. F. D. Morgan
Mr. W. T. Wright
Mr. Dean Swift
Mr. Vernon Shull

FORM E-30 80M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1962

SUBJECT: Grade Crossing of U.P.R.R.
The Dalles Section
Columbia River Highway
Contract No. 6180

To: Mr. G. S. Paxson
Deputy State Highway Engineer

OFFICE

Roy Houck Sons' Corporation, contractor on this project, has made a request through our Resident Engineer for a haul road crossing of the Union Pacific Railroad. Sketch maps of the haul road route and crossing are attached. Also, we have included some photographs of the area.

The location of the crossing is the same as the crossing used by Vernie Jarl on The Dalles-Big Eddy project. The signals are still in place and are still operating, and the planking is still in place. However, both the planking and signals will require revision due to the increase in width and change in the angle of crossing. The crossing is at railroad M.P. 87.15, at or near Station 2534+40.

Will you please contact the railroad and request that a permit be issued for this crossing. The crossing will be needed approximately two years. The contractor has agreed to pay all costs involved in obtaining and using this permit as provided in the Special Provisions for the project.

Your early attention to this matter will be appreciated.

F. D. Morgan
Construction Engineer

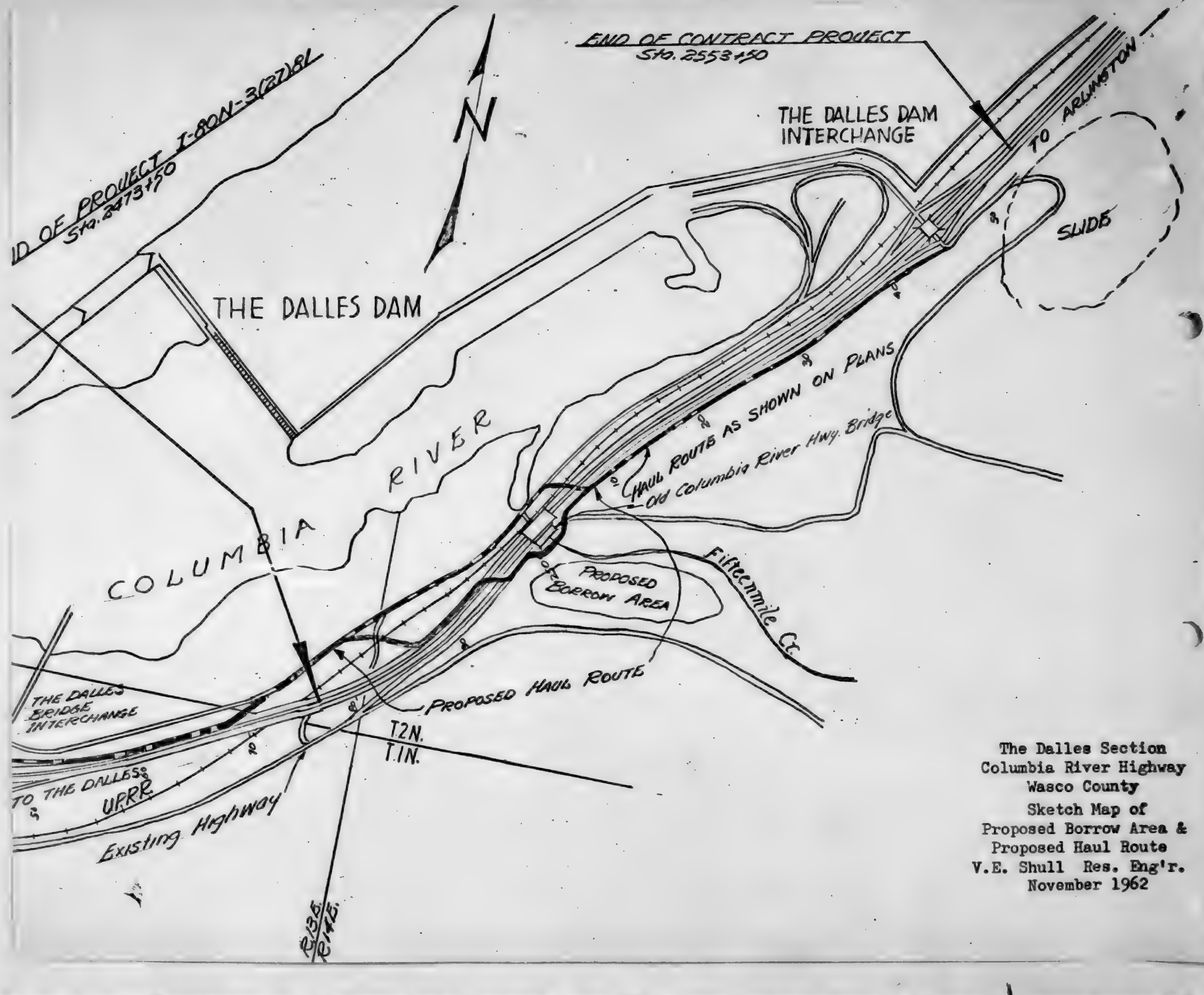
By G. L. Decker
G. L. Decker
Field Construction Engineer

CHB:bjh
Attachments

cc: Dean Swift

CROSSING
ROAD

RAIL
CROSSING
ROAD
2
TRACKS
STOP
ON RED



The Dalles Section
Columbia River Highway
Wasco County
Sketch Map of
Proposed Borrow Area &
Proposed Haul Route
V.E. Shull Res. Eng'r.
November 1962

RECEIVED
1962

FOR FILING

6180

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

NOVEMBER 26, 1962

(File Ref. D 315 - 2 - 93)

Huggins Insurance Agency
P. O. Box 270
373 Church N. E.
Salem, Oregon

Gentlemen:

Kindly refer to your letter of November 15 whereby you submitted Lloyd's certificate LM-27133 providing railroad protective insurance in connection with construction of The Dalles Bypass Section, Columbia River Highway, by Roy L. Houck Sons' Corporation for the State of Oregon.

The certificate has been reviewed by our Legal Department and we find that it will be necessary to correct the certificate as follows:

1. The named insured should include any other Railroad Company or Companies at any time lawfully using the Railroads' property or facilities.
2. The name and address of Contractor should be corrected to read "1585 20th Street N. E." instead of "1585 N. 20th."
3. The contract date should be corrected to read "November 1, 1962" instead of "November 14, 1962."

Will you please arrange for an endorsement making these corrections and submit to us in order that approval may be given to the Lloyd's certificate?

For your information, we have not received, to date,

Copy to [illegible]

an application for the railroad crossing by the State's Contractor mentioned in your letter. When application has been made and approved by the Railroads, we will then be in position to advise you whether or not additional insurance will be required.

Yours very truly,

G.H. Baker

G. H. Baker

cc: ✓ Mr. G. S. Paxson,
Deputy State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

cc: Roy L. Houck Sons' Corporation
1585 20th Street N. E.
Salem, Oregon

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OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 2 8 1962
OREGON
STATE HIGHWAY COMMISSION

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NOV 23 1962
FOR FILING

WILLIAM G. DICK
ROGER L. DICK
EDGAR M. DICK

DICK & DICK
ATTORNEYS-AT-LAW
5TH & WASHINGTON
TELEPHONE CYPRESS 6-2152
THE DALLES, OREGON

611

November 21, 1962

COPY

Oregon State Highway Department
Salem, 10, Oregon

ATTENTION: Mr. L. I. Lindas, Chief Counsel

Re: State v Port of The Dalles,
L 3868 R-30555

Dear Leonard:

Thank you for your letter of November 19, 1962. I have discussed its contents with Dr. Vogt and he agrees that the negotiation between Mr. Hall and Mr. Smith should continue.

After Mr. Hall has submitted his written appraisal, I will notify you so that Mr. Smith and Mr. Hall can once again discuss the problem as suggested by you.

We appreciate the Highway Commission's effort in attempting to find a solution to this problem and will continue to cooperate with the commission in every way possible.

Best regards.

Yours truly,

Wm G. Dick

WGD:njs

CC-Dr. Paul R. Vogt
Glenn L. Jackson
Forrest Cooper

NOTED
FORREST COOPER

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NOV 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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Mr. Cooper

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

[illegible]

6150

COPY

November 19, 1962

Mr. William G. Dick
Attorney at Law
5th & Washington Streets
The Dalles, Oregon

Re: State v. Port of The Dalles
L-3868 R-36555
The Dalles By-Pass Section
Columbia River Highway

Dear Bill:

Following up on the suggestions of the chairman of our Commission, Glenn Jackson, and Dr. Paul Voigt, chairman of the Port of The Dalles Commission, Carl Smith, our appraisal review supervisor, met with Carroll Hall in Seattle on Wednesday last.

His report to me, upon his return, was that the meeting was fruitful in that they had full discussions relative to the entire Port of The Dalles matter, but were unable to reach any conclusions as to specifics since Mr. Hall had not yet submitted to the Port of The Dalles his written appraisal covering the appropriation of the property desired by the State, including depreciation to the remaining property, if any.

As you know, it is the Highway Commission's desire to make every effort to resolve this matter in as amicable a fashion as possible and it is suggested that when Mr. Hall has submitted a written appraisal to the Port that he again meet with our Mr. Smith so that they may discuss the specific appraisals submitted, not only by your appraisers, but by our appraisers as well, in an effort to resolve our differences, if at all possible.

It is my understanding from Mr. Smith that Mr. Hall will be submitting a written appraisal to the Port

NOTED
FORREST COOPER

in the immediate future and I would suggest that after you have time to review the matter, we again allow our appraisers to consult with each other as to specifics to see if this rather knotty problem could not be untangled.

I would appreciate hearing from you concerning this at your earliest convenience, and with kind personal regards, I remain

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:dc
cc: Glenn L. Jackson
> Forrest Cooper

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NOV 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 16 1962
FOR FILING

477 Cottage St. N.E.
Salem, Oregon

November 14, 1962

Forrest Cooper, State Highway Engineer
Salem, Oregon

08-35.RDA

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway
Adjustment of City Owned Utilities

Reference is made to Mr. L. H. Young's letter dated November 9, 1962.

The procedure outlined in your letter is satisfactory with the understanding that participation will be in accordance with the provisions of PPM 30-4.

RECEIVED
NOV 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
11-15-62

NOTED

MISC. CONTRACTS and
AGREEMENTS No.

FORM E-123X 100M 4-62

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6180

November 8, 1962

NOTED
R L PORTER

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

RE: Crossing Agreement
The Dalles Section
Columbia River Highway
Wasco County
Project I-80N-3(27)81

Dear Sir:

Enclosed you will find ~~two~~ one copies of the crossing agreement with the U. S. Department of the Interior, Bureau of Reclamation which was signed on May 25, 1962. Also you will find enclosed the Supplemental Agreement for the above-named project which was signed on September 20, 1962.

There is also a second supplemental agreement and copies will be forwarded when the agreement has been signed by both the State and the Bureau of Reclamation.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

Enc.
cc R. L. Porter
L. H. Young
L. D. Merchant
Dean Swift
Vernon Shull
Carl Williams
F. W. Sugnet

RF:fp

RECEIVED
NOV 8 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 8 1962

FOR FILING

I-80N-3(53) [illegible]

6/10

November 7, 1962

Mr. G. E. Baker, Superintendent
Union Pacific Railroad Company
2585 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: The Dalles Bypass

We have discussed with Mr. Tabor the matter of an additional drainage line leading from the south end of the Brewery Grade Interchange structure across the yards to connect with a manhole included in the original plans.

I attach hereto four prints from a map and profile entitled "Proposed Storm Sewer - Brewery Grade Interchange", dated November 1, 1962. These show the location of the drainage line, the grade line, and the ground line and track elevations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
enc.

bc Mr. Forrest Cooper
Mr. F. B. Klaboe

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1962

FOR FILING
I-80N-3
618

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
November 5, 1962

SUBJECT: R-35030
Agreement File No. 62-62

To: MEMORANDUM TO FILE

On Tuesday, October 23, 1962, the undersigned and Ted Litchfield, Utilities Laison Engineer, met with Mr. R. T. Van Uden, Attorney; Mr. John Welch, Lands Branch; Mr. T. H. Torkelson, Chief of Lands Branch; Robert H. Harns, Regional Engineer; and Frank Mueller, Chief of the Design Branch, from the Bureau of Reclamation, at their offices in Boise, Idaho. The purpose of this meeting was to discuss and to work out some problems concerning a proposed 2nd supplemental agreement to our agreement with the Bureau of Reclamation entered into on May 25, 1962, and amended by a supplemental agreement dated September 20, 1962. The original and 1st supplemental agreement were concerned with the construction of an electric distribution line and the location of a pipe line across the right of way of the proposed Columbia River Highway at The Dalles.

This 2nd supplemental agreement was concerned with a parcel of land needed by the highway department for the construction of a frontage road which parcel belonged to the Bureau of Reclamation. Also involved in the discussion was the construction by the Bureau of their pipe line under our proposed frontage road and the connection with the Bureau's access road to their pumping station on the river bank with our frontage road.

The main problems concerned were the timing of the operations by the Bureau's contractor and the State's contractor inasmuch as the State's contractor would probably have to conduct blasting operations in the area which might possible damage the cement pipe laid by the Bureau. The details have been worked out and are acceptable to both parties; however, the Bureau will not be able to sign the agreement until such time as they have awarded the contract and can definitely establish their contractors schedule of work in accordance with the terms of the agreement.

For reference to the provisions of this proposed agreement or the two previous agreements on this project, see File No. 35030 or Agreement File No. 62-62.

Jack L. Sollis
JACK L. SOLLIS
Staff Attorney

JLS/bdr
cc: R. L. Porter ✓
F. D. Morgan
Ted Litchfield
L. I. Lindas
George Rohde
Walter Wright
Frank McKinney

NOTED
R. L. PORTER

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NOV 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 9 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 1, 1962

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-80N-3(27)81
The Dalles Section, Columbia River Highway
Grading and Structures

As requested in Mr. Young's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur, as of this date, in award of Contract No. 6180 to Roy L. Houck Sons Corporation, of Salem, Oregon, low bidder in the amount of $3,931,459.00 at the October 30, 1962 bid opening.

Mr. Litchfield's October 31, 1962 letter furnished further advice on the status of preparatory work for the City of The Dalles utility adjustments. You are urged to concentrate your efforts on expediting preparation of city utility plans and estimate in order that the contractor will not be delayed.

original To Young
11-9-62

NOV 7 1962

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[illegible]

October 31, 1962

Oregon State Highway Commission

Gentlemen:

On the agenda for the November 1 Highway Commission meeting will be the matter of entering into a supplemental agreement with the U. S. Bureau of Reclamation, which is to co-ordinate construction by that organization with work on The Dalles Bypass Section, which will be contracted by the Commission. This is supplementary to and in addition to a previous agreement executed on May 25, 1962. Briefly, it calls for cooperative effort on the part of both organizations to conduct their operations so as not to damage the other and calls for a right-of-way easement for the Bargeway frontage road from the Bureau of Reclamation.

It is recommended that this matter have your favorable consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
H. S. Cox

RLP:ajw bbc

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NOV 2 1962
FOR FILING

I-80N [illegible]

October 31, 1962

Mr. D. F. Wengert, General Manager
Union Pacific Railroad Company
828 Pittock Block
Portland 5, Oregon

Dear Sir:

Re: The Dalles Bypass Section
Columbia River Highway
Wasco County

I return herewith the carbon copy of your letter of October 29 giving permit of entry on the Bargeway Road connection and the mooring basin property in connection with The Dalles Bypass contract. The copy of the letter has been endorsed by Mr. Cooper, State Highway Engineer, signifying acceptance.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
enclosure

bc Mr. Forrest Cooper
Mr. W. T. Wright
Mr. L. H. Young

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

D. F. WENGERT
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

October 29, 1962

File C 9018-32-15

Mr. Glen S. Paxson
Deputy State Highway Engineer
State Highway Department
Salem 10, Oregon

Re: The Dalles Bypass Section
Columbia River Highway
Wasco County, Oregon

Dear Mr. Paxson:

Please refer to your letter of August 29, 1962, wherein you offered, on behalf of the State Highway Commission, to purchase approximately 1.5 acres of our Companies' property for service road giving access to the Port of The Dalles Dock.

Please be advised that local officers of this Company are willing to recommend to our principals that this property be conveyed to the State for the consideration mentioned in your letter, excepting and reserving to our Companies, however, the right to construct future trackage within that portion thereof to be occupied by service road.

In our opinion, this conveyance should be the subject of an agreement supplemental to agreement presently in your hands relating to The Dalles Bypass. This supplemental agreement should also cover the following points:

(a) Conveyance by the State to the Railroads of property rights necessary for construction of connection to and extension of said trackage.

(b) Quitclaim by the Railroads to the State of 420 foot strip of land easterly of Brewery Grade Overcrossing.

(c) Quitclaim by the Railroads of their interest in Parcels 5 and 6 (if State desires).

(d) Suitable revision of the provisions relating to Parcel 14.

(e) Other revisions required by the foregoing.

These matters have been discussed between our respective representatives, and we understand that there is no substantial issue between us.

Execution of such a supplemental agreement is, of course, subject to approval by our respective principals. We understand, however, that your construction schedule cannot await that approval. In order to accommodate you in this regard, we are willing to permit your contractors to enter upon the property to which your letter refers and proceed with construction work, after execution by the Highway Commission of original agreement relating to The Dalles Bypass, and on the understanding that all operations upon that property will be subject to all the provisions of that agreement relating to protection of Railroad facilities, including specifically provisions relating to insurance to be furnished by your contractors.

We also wish to advise that local officers of this Company have recommended to our principals conveyance of property to the State for the small boat basin at The Dalles. This was the subject of your letter of October 1, 1962, File No. 34372, The Dalles-Big Eddy Section Columbia River Highway. The above-mentioned right of entry also applies to this parcel.

Please indicate your acceptance of the foregoing conditions by signing in the space provided below and returning the carbon copy of this letter for our files.

Very truly yours,

General Manager

ACCEPTED this 31st day of October , 1962.

STATE OF OREGON, by and through its
State Highway Commission

By Forrest Cooper
State Highway Engineer

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OCT 25 1962
FOR FILING
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[illegible]

October 24, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: The Dalles Bypass

Our designers have eliminated the 12-inch culvert which is shown on Sheet No. 5 of the plans as pasing under the proposed Barge Way Road connection. Investigation show that there is no area which would be served by this culvert.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
bc Mr. Forrest Cooper
    Mr. F. B. Klaboe

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

October 19, 1962
Salem, Oregon

SUBJECT: Brewery Grade Structure

To: Mr. Forrest Cooper
State Highway Engineer
Office

On September 25 the Bureau of Public Roads reconsidered our application for interstate financing on the Brewery Grade railroad structure. As you know, the Bureau had previously determined that federal-aid financing could not be applied to any work southerly of the freeway interchange. This meant that the railroad overcrossing structure and its connection to the existing highway, which has been estimated to cost $381,000, would have to be financed with either federal-aid primary or urban funds. Because of this latest determination, it will now be possible to finance $215,000 of this amount with interstate funds and $166,000 with probably urban funds.

The Bureau's determination is based on some recently prepared rules by which it considers a theoretical design. The theoretical design makes use of a maximum grade, which in this case was five per cent; and by its use, interstate financing can be extended to where it will touch the ground. Where a structure such as we have in this case is involved, the Bureau will carry the point of interstate participation to the end or center of any span, whichever is the closer. In this case, it will be the center of the span that crosses the Union Pacific main line.

We still think that interstate financing should have been allowed for all of the work; however, this latest determination is in line with the Bureau's recently published regulations. Because of this, I recommend that we accept the proposition which means that instead of approximately $152,000 of State funds and $229,000 of either primary or urban funds, we now will be able to finance this construction by using $88,000 of State funds and approximately $100,000 of urban funds.

A sketch map of the situation and a copy of the Bureau's September 25 letter are attached.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw
Attachments

FORREST COOPER

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FOR FILING

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October 23, 1962

Oregon State Highway Commission

Gentlemen:

This is to inform you of the outcome of a long-standing discussion that we have had with the Bureau of Public Roads re the financing of the Brewery Grade Interchange at The Dalles.

The Bureau had originally denied Interstate participation on the connection from the interchange proper to existing Highway 30, stating that this part of the connection would have to be financed solely with primary or urban funds. The cost of this connection was estimated at $381,000.

We had felt that the Bureau's approach to this matter was unrealistic and not in accord with federal regulations. This matter has been pursued at the Washington level of the Bureau by letters and telephone calls. We now have a modified ruling which allows the State to finance $215,000 of the cost out of Interstate funds, the remainder of $166,000 can be financed by regular urban funds. Our protests re this matter have, in effect, shifted about $200,000 of the cost to Interstate financing. I believe that this is a fair solution to the problem and we are proceeding on this basis.

This letter is to inform you re this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc Floyd Query - not an agenda item
G. S. Paxson
R. L. Porter
Victor D. Wolfe

October 19, 1962
Salem, Oregon

Brewery Grade Structure

Mr. Forrest Cooper
State Highway Engineer
Office

On September 25 the Bureau of Public Roads reconsidered our application for interstate financing on the Brewery Grade railroad structure. As you know, the Bureau had previously determined that federal-aid financing could not be applied to any work southerly of the freeway interchange. This meant that the railroad overcrossing structure and its connection to the existing highway, which has been estimated to cost $381,000, would have to be financed with either federal-aid primary or urban funds. Because of this latest determination, it will now be possible to finance $215,000 of this amount with interstate funds and $166,000 with probably urban funds.

The Bureau's determination is based on some recently prepared rules by which it considers a theoretical design. The theoretical design makes use of a maximum grade, which in this case was five per cent; and by its use, interstate financing can be extended to where it will touch the ground. Where a structure such as we have in this case is involved, the Bureau will carry the point of interstate participation to the end or center of any span, whichever is the closer. In this case, it will be the center of the span that crosses the Union Pacific main line.

We still think that interstate financing should have been allowed for all of the work; however, this latest determination is in line with the Bureau's recently published regulations. Because of this, I recommend that we accept the proposition which means that instead of approximately $152,000 of State funds and $229,000 of either primary or urban funds, we now will be able to finance this construction by using $88,000 of State funds and approximately $100,000 ofuurban funds.

A sketch map of the situation and a copy of the Bureau's September 25 letter are attached.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw
Attachments

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FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

September 25, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

Oregon I-80N-3(27)81
The Brewery Grade Interchange limits of Interstate
Participation

Your letter, dated July 16, 1962, requested the reconsideration of the limits of Interstate fund participation in the connecting roadway from Brewery Grade interchange to present Highway US 30 in The Dalles. Our memorandum to you, dated July 18, stated that the connection to Tie Plant road would be considered as eligible for construction with Interstate funds.

Subsequent to the July 18th memorandum the Bureau has issued a memorandum, dated September 1962, setting forth the principles and bases for determining F.A.I. participation limits on Interstate highway projects. A copy of this memorandum was handed to Mr. Cooper earlier this month.

A review of this memorandum indicates that some adjustment in the participation limits as set forth in our memorandum, dated July 18 is in order.

The profile control of Eligibility Limits as set forth under Section A-1 indicates that where a railroad, stream or other highway is adjacent to an Interstate highway and the structure necessary to complete the crossroad adjustment is partly or entirely beyond the theoretical touchdown point or where there is a succession of such structures or a long structure necessary to complete the crossroad adjustment, F.A.I. participation is limited to a vertical plane passing through the theoretical touchdown point of a crossroad profile which could be constructed if none of the adjacent physical features existed or to a logical construction work limit a short distance from such point. Figures 6 and 7 indicate a situation similar to that presented by the Brewery Brade connection. Based on the aforementioned reasoning it has been determined that the construction limits with Interstate funds could logically be extended to Station 22+51 as depicted on Drawing # 15500 for Bridge # 8804-05 dated October 1959.

Original To
Young
Copy To
Morgan
9-27-62

This would be the midpoint of the span over the Union Pacific Main line tracks as shown on the O.S.H.D. Bridge Dept. drawing # 8804-D dated January 17, 1961. A slight adjustment in the limits set

NOTED
R. L. PORTER

forth herein may be made when the final contract drawings for the structure are approved.

These limits have been discussed on this date with Mr. Porter and Mr. Young of your office and this will confirm the commitments made at that time.

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October 17, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

We are mailing, under separate cover, four copies of the special provisions and plans covering grading and structures on The Dalles Section of the Columbia River Highway in Wasco County bids for which are to be received in Salem on October 30, 1962.

In general the work is to be performed without interference with your existing facilities except for the construction of the Barge Way Frontage Road which will cross your spur track in the vicinity of Station FR 10+00 as indicated on Sheet 5 of the plans, removal of existing spur tracks as indicated on Sheet 6 of the plans and haul road crossing in the vicinity of Station 2558+20 as indicated on the plans.

The special provisions augment our standards for railroad protection particularly as given on Page 8 and Pages 159 to 161, inclusive of the special provisions and the "Protective Liability Form" insert bound therewith; also, the contractor is to provide $250,000 - $500,000 protective insurance as set forth therein.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JR:bb

cc: Mr. G. S. Paxson
Mr. C. A. Gardner

Mr. R. H. Brown, Dist. Engr.
Union Pacific Railroad Co.
829 Pittock Block
Portland 5, Oregon

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I-80N 3(27)181

6150

October 8, 1962

Oregon State Highway Commission

Gentlemen:

Re: The Dalles Bypass Section
Columbia River Highway

There will be before you at the next Commission meeting an agreement with the Union Pacific Railroad Company covering The Dalles Bypass. This agreement was discussed with you at the Commission meeting on August 9, at which time tentative approval was given with official approval to follow the programming of the project with the Bureau of Public Roads. This has now been completed.

Your approval and execution of the agreement is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
Victor D. Wolfe
Fred Klaboe
L. I. Lindas

GSP:ms hlb

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OCT 10 1962

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477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 8, 1962

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project I-80N-3(27)81
The Dalles Section
Grading and Structures

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

The estimate and plans include work outside the project termini near The Dalles Dam Interchange included in the project agreement for Project I-80N-3(19)84. Our approval is with the understanding that such work either will be withdrawn from Project I-80N-3(19)84 and added to this project or the contract estimate for this project be modified transferring such work to Project I-80N-3(19)84.

Our approval is with the further understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Holt's October 5, 1962 letter except for 3 files on which negotiations are in progress or condemnation suits will be filed with the expectation that these parcels will be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired, including access rights which may be in court action.

Work by railroad forces included in the railroad agreements which our February 5 and July 9, 1962 memorandums indicated was satisfactory, has not been included in the project estimate. Such work undertaken in conjunction with this project prior to your requesting and obtaining our specific authorization to proceed therewith, with the understanding that you will include the cost thereof in the project agreement estimate, must be on a non-participating basis.

Your November 22, 1960 agreement with Dalles City is approved subject to the understanding that the proposed supplemental agreement drafted on August 6, 1962 as well as any future changes in the agreement will be furnished to this office for approval.

Original To Young
10-10-62

NOTED
[illegible] L. PORTER

MORE

You have combined a State-financed toll plaza construction project with this Federal-aid project. Federal participation in the cost of the work will be on the basis of the unit prices by the individual contractor who would be the lowest responsible bidder if only the Federal-aid project were considered as required by subparagraph 8c of PPM 21-6.3.

Your October 3, 1962 status of preparatory work for utility adjustments indicates that delays may be anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate and further advice on status should be furnished prior to our concurrence in award of contract. Your staff attorney should issue a letter in connection with city owned utility adjustments which contains an appropriate reference to PPM 30-4 which was not included in the above-mentioned city agreement. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

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6180

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 5, 1962

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Federal-aid Urban Program

The addition of Item 131 to the subject program, as requested by Mr. Nash's September 28, 1962 letter, was approved by our Regional office, effective October 3, 1962. This action covers 0.5 miles of highway at a total estimated cost of $29,000 with Federal funds requested in the amount of $17,000. Your unprogramed balance of urban funds is $602,179 according to our records of this date.

You may proceed with the phases of the project listed as follows:

Item No.	Project No.	Location	Authorization Dates P.E.	R.O.W.
131	U-36(11)	Brewery Grade, The Dalles	----	10-5-62

Your reimbursable obligation balance is reduced to $25,977,235 according to our records of this date.

original to Young
10-9-62

NOTED
F. L. PORTER

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MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
September 27, 1962

NOA
Throughway Agreement
The Dalles Section
Columbia River Highway
City of The Dalles

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a conformed copy of a supplemental throughway agreement with Dalles City which gives the city consent to the Barge Way Road frontage road.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Dalles City.

Secretary

rn
Attach: 1

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FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Supplement to
Contract No.
14-06-100-2458

September 27, 1962

Agenda Item 4-h

United States Department of Interior
Bureau of Reclamation
Regional Office, Region 1
Box 937
Boise, Idaho

Re: 424

Gentlemen:

We are sending you two copies of a Crossing Agreement between the U.S. Bureau of Reclamation and the State Highway Commission covering the crossing of the Interstate Highway west of The Dalles by a power line and a sewer line. These copies have been executed by the State Highway Commission and are now ready for execution by the Regional Director, Region 1, Bureau of Reclamation.

One conformed copy of the above agreement has been retained in this office pending receipt of a fully signed copy for the Commission's files.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

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September 25, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

In order that the Columbia River Highway US Route 30, FAP Rt. 1, may be properly integrated with Interstate Rt. 80N by providing more direct access from the Interstate route into the City of The Dalles, the Highway Department requests an addition to the Federal-Aid Primary System. The requested addition would be in the form of a spur which would leave the present Columbia River Highway at a point approximately 850 feet easterly of the Brewery Grade Road Intersection and run thence northerly 0.20 mile to a junction with Interstate 80N at the Brewery Grade Interchange.

The addition of this spur, if adopted, will provide for the expeditious movement of traffic into and out of the city and relieve traffic congestion in the existing couplet comprising U.S. Route 30 in the City of The Dalles.

The over-all length of the proposed connection is 0.20 mile, all of which is in the city limits.

The estimated volume of traffic using this connection in 1975 is 9,600 ADT.

Your favorable and expeditious action on this request will be appreciated.

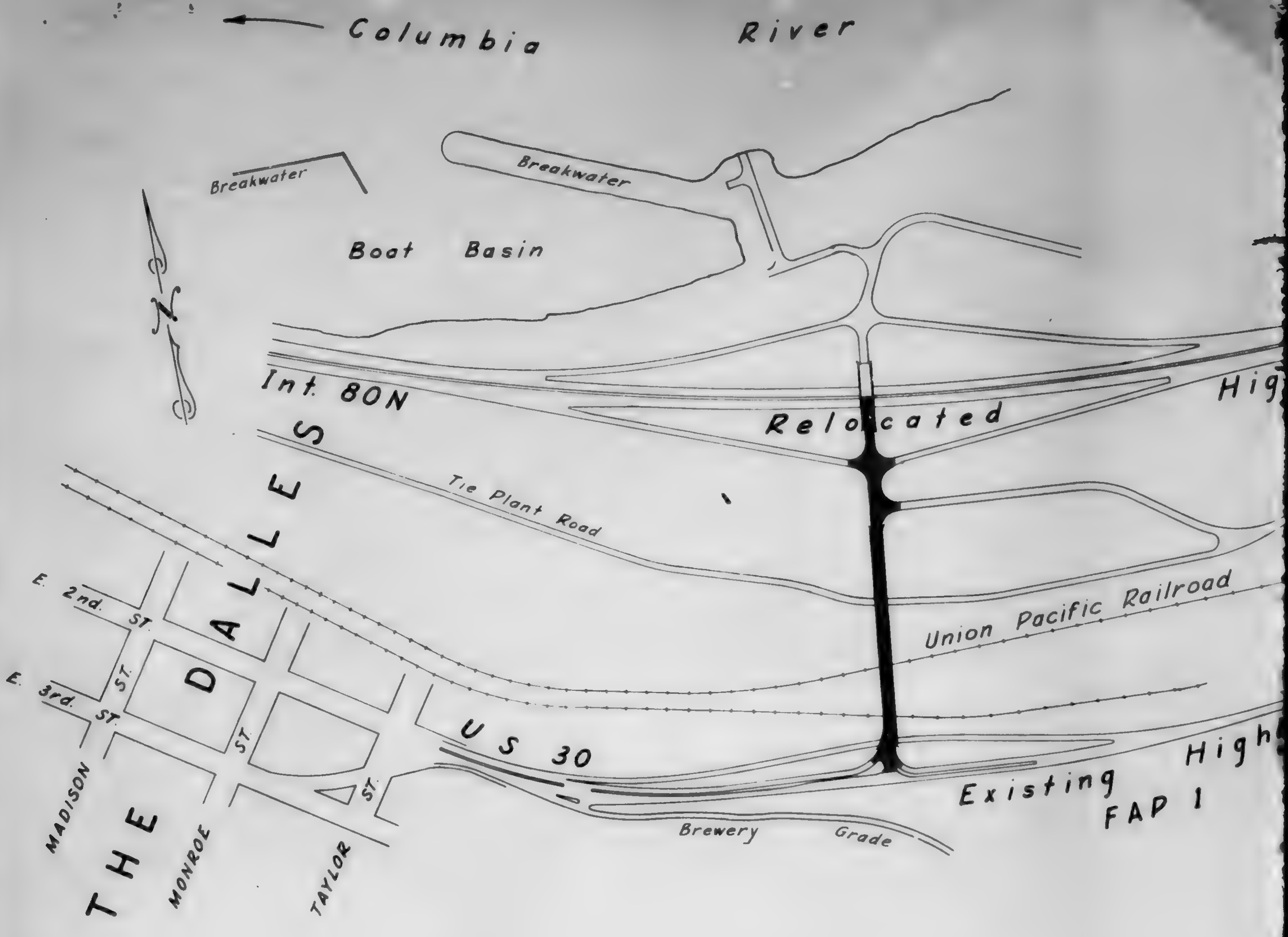
Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:mb
cc: Forrest Cooper
R. L. Porter
F. B. Crandall
H. S. Cox
[illegible]



▬ Proposed Addition = 0.20 mi. in length

OREGON STATE HIGHWAY D

Map of

PROPOSED ADDITION TO F

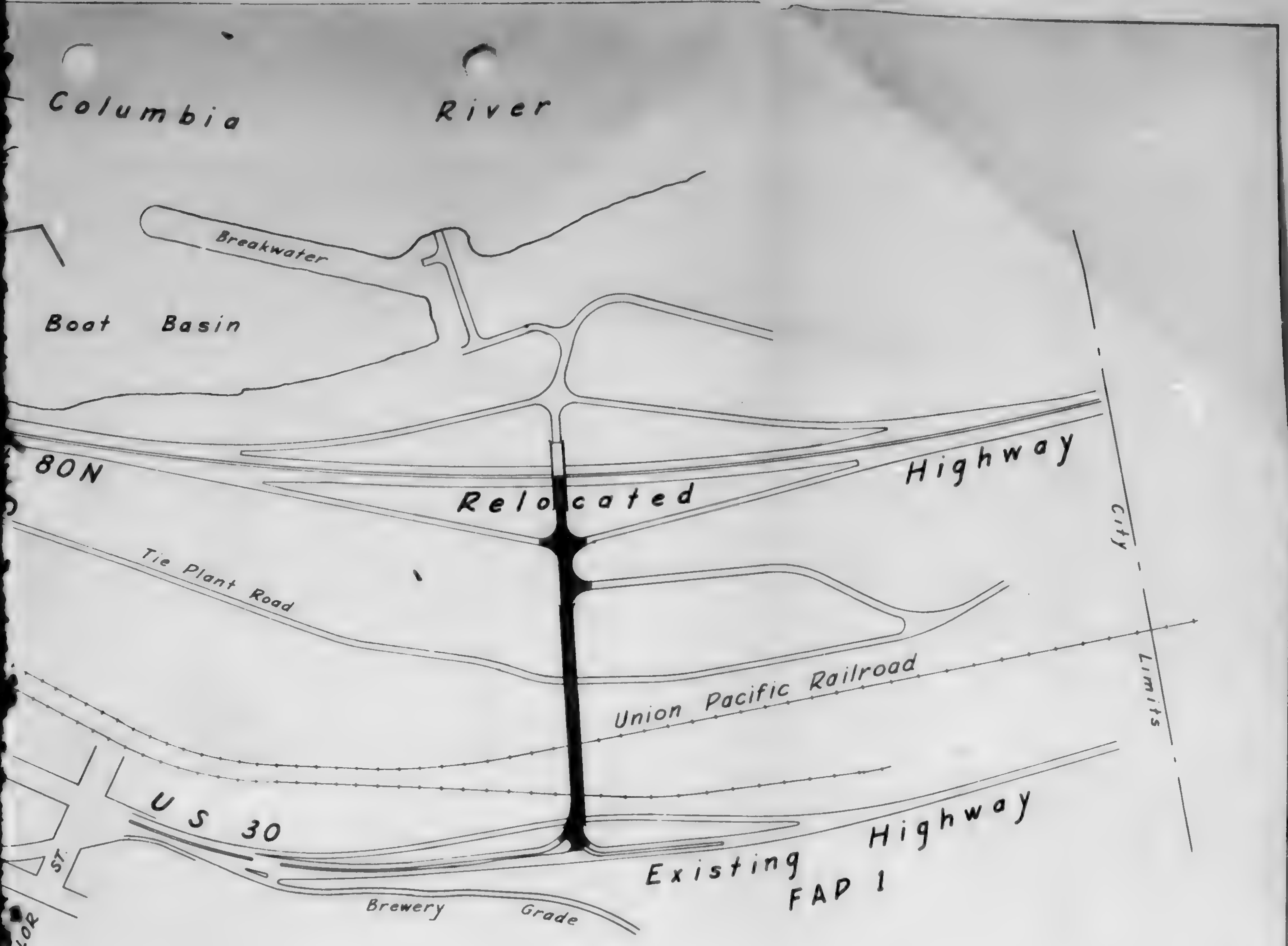
THE DALLES

COLUMBIA RIVER HIG

WASCO COUNTY

Scale 1"=400' Sep

DRG. NO. 1R-5-1595



ddition = 0.20 mi. in length

OREGON STATE HIGHWAY DEPARTMENT

Map of

PROPOSED ADDITION TO FAP ROUTE 1

THE DALLES

COLUMBIA RIVER HIGHWAY

WASCO COUNTY

Scale 1" = 400' Sept., 1962

DRG. NO. 1R-5-1595

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 24, 1962

SUBJECT:

To: MEMO TO FILE

Chairman Jackson held a conference with the President of The Dalles Port Commission, Dr. Paul Vogt, on September 19. Mr. Jackson stated that it was the wish of the Port people that we proceed on the following basis:

That we determine the amount of money that the State and Federal Governments could pay to the Port; that this money be converted into a fill paralleling and adjacent to the new Interstate Highway and extending easterly from Union Street, the limits as to the length of the fill being determined by the amount of money available. The following conditions would have to be agreed upon by the Port Commission:

(1) The State would not, in any way, be a party to any secondary revision of the boat basin to accommodate a frontage road along the southerly edge.

(2) The State would be held harmless for any or all damage that might occur to the existing Port facilities as a result of placing the fill adjacent to the docks or other facilities. The fill would be made entirely for the benefit of the Port.

(3) Any right of way necessary for the construction of this frontage road would be furnished without cost to the State; the right of way outside of that already determined to be needed for the highway facility to remain in the ownership of the Port.

(4) The sole obligation of the State would be to place a fill of earth material of a height agreed upon by the Port Commission and of such length as could be financed under the above plan.

Dr. Vogt will probably contact Mr. Lindas re the first stage; namely, determination of the amount of money involved and if a mutually satisfactory agreement can be made concerning the amount. Engineering details will be handled later.

Forrest Cooper
State Highway Engineer

FC:fn
cc Glenn L. Jackson
G. S. Paxson
V. D. Wolfe
R. L. Porter
L. I. Lindas

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Salem, Oregon
September 18, 1962

Mill Creek Tunnel
The Dalles, Oregon

Mr. I. A. DeFrance
Maintenance Engineer
BUILDING

Attached is a report on the Mill Creek drainage tunnel at The Dalles. This tunnel runs under the new interstate highway which we will build in the future and in our agreement with the Union Pacific Railroad Company we are to reimburse the Railroad for maintenance costs on the tunnel in the ratio which the length of the tunnel across our property bears to the total length of the tunnel.

I do not know of any immediate maintenance but this should be in your records for future reference.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attachment

cc Mr. Tom Edwards

RECEIVED
JUL [illegible] 1962

FOR FILING
Maint
Traffic
P. Cy

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
July 3, 1962

SUBJECT: Mill Creek Tunnel
The Dalles By-Pass Section
Columbia River Highway
30-1473

To: MR. G. S. PAXSON, Deputy Hwy. Engr.
State Highway Building
Salem 10, Oregon

The Dalles

As per our telephone conversation of July 2, 1962, I am enclosing herewith a profile of the ground over the approximate location of the Mill Creek Tunnel. The tunnel was located by scaling distances off a map and was spotted in relation to the Texaco plant and the mouth of the tunnel.

The surface area where the relocated highway will cross looks like it is in good rock.

At the outlet portal there is a strata of poor material exposed from the water to a point ten feet above the water which would be approximately ten feet above the tunnel top. As I remember, this strata extends down about six feet. And, if my memory is correct, it only goes back around 100 feet.

The bluff over the portal has moved back a good ten feet during the past three years due to the erosion of the soft strata at the top of the tunnel.

The location of the concrete lining in the tunnel as it was three years ago is as follows: starting at the upper or south end, it is lined under the existing highway, railroad, and under the Texaco plant.

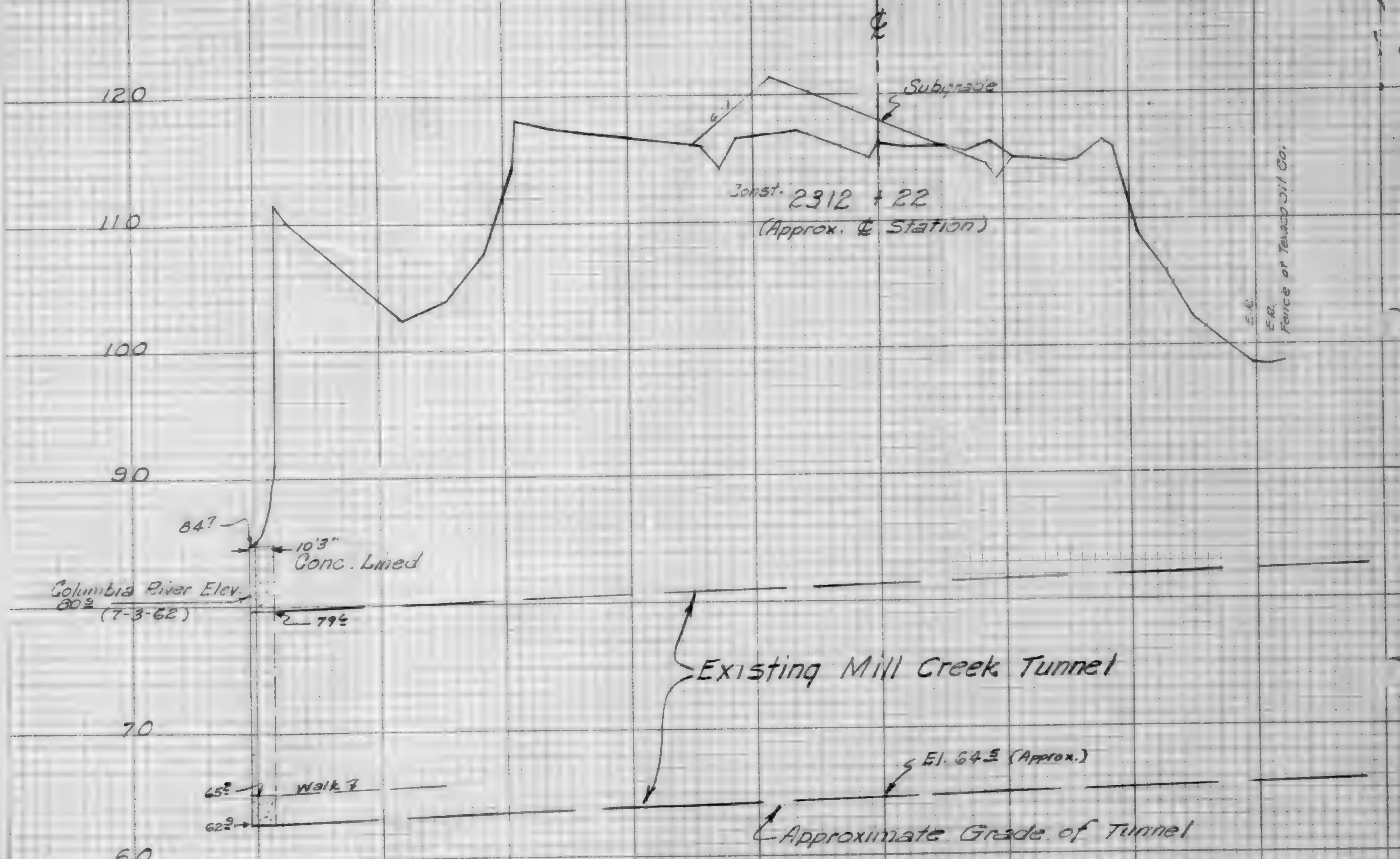
According to charts, it will be September before the water will be low enough to make an inspection inside of the tunnel and it will be necessary to catch a draw-down of the Bonneville Pool.

My guess is that the outlet portal should have some repairs made. Of course this cannot be determined until an inspection has been made.

Lowell M. Stratton
Lowell M. Stratton
Resident Engineer

RECEIVED
JUL 5 1962
OFFICE OF
STATE HIGHWAY ENGINEER

jws
cc. Dean Swift
Vernon Shull



THE DALLES BY-PASS

CROSS SECTION AT MILL CR. TUNNEL

WASCO COUNTY

LOWELL M STRATTON, RES. ENGR. JULY 3, 1962

RECEIVED
OCT 3 1962
FOR FILING
I-80N [illegible]

FORM 2-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1962

SUBJECT:

To: MEMO TO FILE

On this date, I called Mr. G. M. Williams, Director of Engineering, of the Bureau of Public Roads, in Washington, D. C., re the matter of interstate participation on the Brewery Grade Interchange connection at The Dalles.

This matter was the subject of a letter from me to Mr. Williams dated September 7.

There has been a disagreement re the southerly limits of interstate participation and, as I felt that the Bureau had assumed the wrong position in this matter, I presented it directly to Mr. Williams for review. This was done with the knowledge of the local Division Engineer of the Bureau of Public Roads.

Mr. Williams told me, in effect, that the Bureau got a somewhat different view of the problem after inspecting the data that I sent to him and, after discussing it with me, he stated that he would hold a conference with his people and give us an answer early in the week of September 17. I got the impression from Mr. Williams' remarks that the Bureau would probably extend the limits of interstate participation at least to some point part way between the interchange and the existing Highway 30. I feel that we are going to get additional interstate participation.

Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fn

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe

RECEIVED
SEP 7 1962
FOR FILING

September 7, 1962

Commander
13th Coast Guard District
618 Second Avenue
Seattle 4, Washington

Dear Sir:

Re: The Dalles Bypass
Your File 00/103F
Ser. oan-120

Under date of July 23 you requested the construction plans for the small boat basin upstream from the Port of The Dalles' terminal at The Dalles, Oregon. I attach a complete set of our plans for this section. The layout of the boat basin is shown on Sheets 6 and 7 and the cross sections through the dike around the basin are shown on Sheet 2C.

This project has not as yet been placed under contract and I cannot give you any schedule of work at the present time. We will keep in touch with your office when we have any information pertaining to the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm

Enclosure
bc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. L. H. Young
Mr. Dean Swift (with copy of July 23 letter from the Coast Guard.

Note to Mr. Swift: Be sure arrangements are made so that the Coast Guard is notified when construction starts.
GSP

RECEIVED
SEP 17 1962

FOR FILING

I 80N: S [illegible]

[illegible]

September 7, 1962

AIRMAIL

Mr. G. M. Williams
Director of Engineering
Bureau of Public Roads
1717 H Street N.W.
Washington 25, D.C.

Dear Mr. Williams:

For a considerable period of time we have been discussing by conference and letter the matter of a connection to the city of The Dalles from Interstate 80N. The new route of the Interstate at The Dalles will lie northerly of the main line and yards of the Union Pacific railroad and will occupy generally an area between the railroad and the Columbia River. I believe that you are familiar with the area.

As a part of the facility, it is planned to construct a diamond interchange in the easterly part of the business district, which interchange is commonly referred to as Brewery Grade. The purpose of the interchange is to provide service from the freeway to the downtown business area. The interchange will also allow service to some largely undeveloped area northerly of the freeway along the bank of the Columbia River. It is our thinking that the interchange being constructed for the purpose of service to The Dalles should connect to some reasonably usable street or facility. As near as we can determine, the Bureau people feel that interstate participation should terminate very closely to the ramp terminals on the southerly side of the diamond or just southerly of a connecting road that comes into the cross road southerly of the ramp terminals.

We have diligently searched our files for any instructional memoranda that might have a bearing on this case and have been unable to find anything that we believe is applicable. As near as we can determine, there are no hard-and-fast rules that govern cases of this kind.

As the purpose of constructing the interchange is for service to the city of The Dalles, it is our thinking that the interchange should connect with some usable street providing a reasonable service facility.

We do not believe that this is achieved by stopping the connection at a point northerly of the main line of the Union Pacific railroad in an area where it is not at all feasible to serve the town by existing roads or streets. I might add that the connection proposed by the Bureau is not to a public street but to a private way owned by the Union Pacific Railroad Company and principally used as an access road to a tie-treating plant.

These matters are difficult to explain by letter; however I have given you some of the basic information. I am attaching a copy of the plan of the area and an oblique aerial photograph on which we have delineated the items under discussion I would appreciate it if you would familiarize yourself with this matter and hold the file on your desk pending a telephone call from me for further discussion. I will contact you sometime in the latter part of the week of September 10. If you feel that anything would be gained by my coming to Washington to discuss this matter I shall do so, as I realize that these things are difficult to handle by telephone.

Very truly yours,

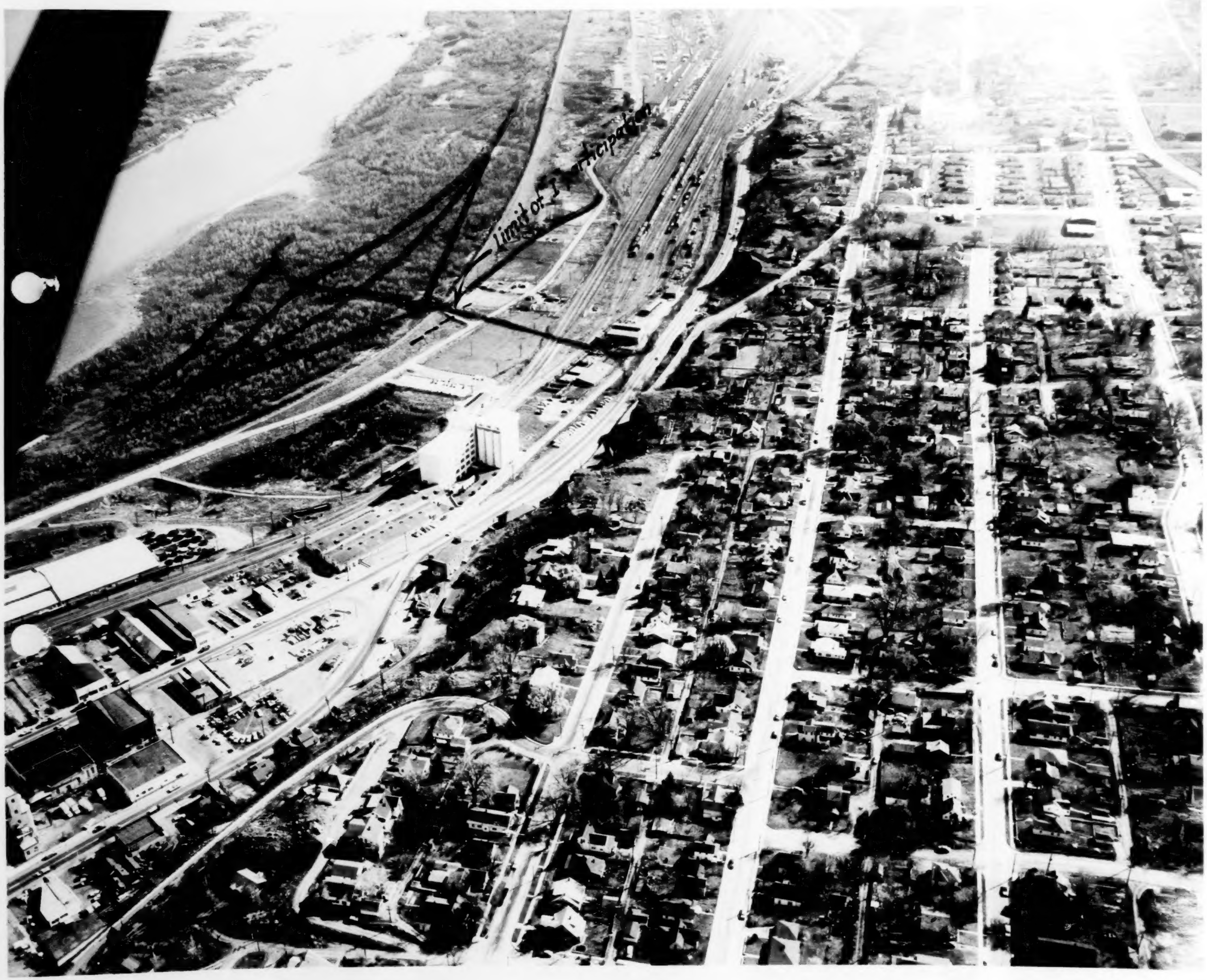
Forrest Cooper
State Highway Engineer

FC:fn

Encl

cc Mr. A. W. Parsons

G. S. Paxson
R. L. Porter
Victor D. Wolfe


limit of Participation

RECEIVED
SEP 5 1962
FOR FILING

I-80N-3(27)81
6180

September 4, 1962

Oregon State Highway Commission

Gentlemen:

Under date of May 25, 1962, the State entered into an agreement with the U. S. Bureau of Reclamation covering the crossing of our Interstate Highway west of The Dalles by a power line and by a sewer line. Because of a minor change in the Bureau of Reclamation's plans, the detailed location of these two lines has been changed. We have inspected the change and find nothing objectionable in it.

There will be before you at the next Commission meeting a supplemental agreement making record of this change in location, and your approval and execution of the agreement are recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
Victor D. Wolfe
L. I. Lindas
F. D. Morgan
L. H. Young

GSP:ms hlb

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6135 Ends with: Contract# 6180

FLASH CARDS: Begins every Contract

Remarks: #6135 continued from reel 110

Reel No. 111 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 15 day of April, 1981 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6135 Ends with: Contract# 6180 folder #3

FLASH CARDS: Begins every Contract

Remarks: #6135 continued from reel 110

Reel No. 111 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

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Signature Silvar Storm